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WELCOME



At the international launch of the BMW 3 Series some months ago, journalists were presented the ultra-rare opportunity to drive all five generations of the company's best-selling car, from the 1970s E21 to today's F30.

I'd driven plenty of E36s previously, so I skipped that. But I'd never driven an E46, so I jumped into a mint (they're *all* mint, concourse-spec ultra-low-milers, straight out of BMW's museum) 328i coupé, complete with cassette deck and cigarette-lighter-operated GPS.

It was a riot. And a time machine. The naturally-aspirated 2.8 straight six sang like Celine Dion in *Titanic,* the long-throw manual gear lever slotted the gates like a Nokia 5110 would clip onto your belt. It was 1998 all over again.

I wanted one.

Or so I thought, until I saw the E46's grandfather, an E30 320iS trimmed in M-Sport body kit. This 30-year-old had 6000-odd kilometres on the clock, and its dogleg first gear was pure race car. The four-cylinder howled stoically to the 7000 red line, the tail squirreled through the damp Austrian forest roads; I might even have locked up a tyre on corner entry, or while pressing too hard on the middle pedal during a heel-and-toe downshift. It pitched. It rolled. And by modern standards, it wasn't even anywhere near fast. But between the analogue steering, pedals and gearshift, never before has a car made me felt so hard-wired to the road, or so alive. (Except maybe a Porsche 911 GT3, which remains my eternal first love.)

This BMW was, after all, the car that bore the DNA of the first-gen M3, the most successful touring-car racer of all time; and arguably the most desirable M3 ever, forever drenched in an ocean of DTM lore. And champagne. If I closed my eyes, I could imagine a pack of Mercedes 190Es nibbling at the BMW's door mirrors while barging three-wide through the hairpin into the stadium section at the old Hockenheim circuit, at the same time deafened by klaxons and blinded by firework smoke from thousands of drunk Germans, tripping to the tunes of Alphaville and Modern Talking back in 1987.

Feel.

It's the undefinable, subjective defining of a moment; that nanosecond when science temporarily stands secondary to emotion; when the superficial offers more virtue than the real.

It's also entirely absent in almost any modern automobile. As speed breeds the need for more safety, cars are also – inevitably – becoming more filtered, weighed down by the heft of sense-dulling circuitry. And don't mistake ability or speed for intuition; most modern cars with a semblance of performance can hit 100kph in six seconds or less, and easily do 250kph, but few of them tell you what the front tyres are doing mid-corner.

There's hope. Hot hatches are answering to a higher calling by the day: the updated Mercedes A45 AMG now has 280kW – that's more power per litre from its engine than from that of the Bugatti Veyron. A Renault Mégane Trophy goes for less than half a million rand, but communicates more with its driver than most cars costing three times as much, and laps a racetrack faster. Conversely, a Golf GTI may be more pliant than the Renault; but by extension, a little less spontaneous to drive. That's why we've assembled them all in this issue – 17 (well, 16, if you discount the diesel Golf) of the hottest hatches you can buy right now. The only one that's missing is the Ford Focus RS, which launches next year.

So if you're in the market for one, we've just made your life a little easier. Or harder.

It's a pleasure.



BRAAM PEENS **EDITOR**



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FROM TOPGEAR.COM



Renowned Land Rover aftermarket specialist Kahn tries to make Aston's DB9 more, well... sharky?

Front end looks all shark-ish. Super-angry. It has to be a yes from me!
Mthuthuzeli Mpiti

Looks quite a lot more like the old Vanquish than anything else, really.
Tristan Tanner

Ruined. Just simply ruined. Why?
George Ferguson

Feeling poorer, due to Rand depreciation? We all are. Jaguar's new XE is a particularly undeserving exchange-rate victim.

My question is, why bother bringing such an expensive car that will compete with a 5 Series in price, while it's smaller and less powered than a 3 Series? What a failure.
Justice Matjila

Love the design, but super-bummed about the price. R900k for the supercharged V6. You can get a good-condition GT-R for that money.
Jonathan Ainscough

I can understand the rationale at setting this type of price-tag, as all other brands will rocket their car prices soon.
Chih-Jen Hung





Kia's new Sportage. Are we the only people who see a trace of original Subaru Tribeca?

It looks somehow like a swollen mini hatchback.
Thapelo Sixy Sebapu

Peter Schreyer, a job well done... From Germany to South Korea.
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Porsche Cayenne in front, though the tiger-nose grill makes the difference. I like it.
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TWEETS & STUFF

LIFE ISN'T FAIR

Nick Heidfeld: has thirteen F1 podiums. Le Mans class winner. Nürburgring lap record holder. Now Formula E with Mahindra.



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EDITOR BRAAM PEENS
SENIOR WRITER LANCE BRANQUINHO
SUBEDITOR DAVE BUCHANAN
ART DIRECTOR OWEN WILLOUGHBY
DESIGNER ACHMAT BOOLEY

CONTRIBUTING EDITORS
RICHARD HAMMOND, JAMES MAY, PAT DEVEREUX, RICHARD PORTER

CONTRIBUTING PHOTOGRAPHERS
PEET MOCKE, CHRISTOPHER LIST, ROWAN HORNCASTLE, JUSTIN LEIGHTON, LEE BRIMBLE, JAMIE LIPMAN, ANTON WATTS, MARK FAGELSON, JOE WINDSOR-WILLIAMS, JOHN WYCHERLEY

GENERAL MANAGER, LIFESTYLE CHARLENE BEUKES
CFO: LIFESTYLE RAJ LALBAHADUR
GENERAL MANAGER LEISURE LOUISE MENY-GIBERT
PUBLISHER NERISA COETZEE
FINANCIAL MANAGER MUNEER ADAMS
HEAD: CIRCULATION GADIJA GAMIELDIEN
HEAD OF RETAIL: CIRCULATION ANDRELINE VAN TONDER
CIRCULATION MANAGER RIAAN WEYERS

GROUP ADVERTISING
HEAD OF ADVERTISING SALES YVONNE SHAFF
HEAD: SALES SECTORS CRAIG NICHOLSON
BUSINESS MANAGER (KZN) THERESA LAVERY 031 566 2442 THERESA.LAVERY@MEDIA24.COM

DIRECT & CLASSIFIED SALES
NATIONAL SALES MANAGER: TRAVEL & MOTORING DANIE NELL 082 859 0542 DANIE.NELL@MEDIA24.COM

MEDIA24 MAGAZINES DIGITAL
CAPE TOWN 021 468 8299
JOHANNESBURG 011 993 0850
DURBAN 021 468 8070
EMAIL INFO@SPACEMAIL.CO.ZA

MARKETING LEA GERBER 021 443 9833

REPRODUCTION MEDIA24 FAMILY MAGAZINES
PRODUCTION MANAGER JACQUES DU PLOOY

SUBSCRIPTIONS, RENEWALS AND ENQUIRIES
TEL: 087 740 1043 / 021 405 1011
FAX: 021 406 4057
EMAIL: topgear.subs@media24.com
SMS CODE: 'topgearsubs' to 32511 (R1 per sms)
WEB: www.my-mags.com

BBC WORLDWIDE
PUBLISHING DIRECTOR NICHOLAS BRETT
HEAD OF PUBLISHING CHRIS KERWIN
PUBLISHING COORDINATOR EVA ABRAMIK

IMMEDIATE MEDIA
CHAIRMAN STEPHEN ALEXANDER
DEPUTY CHAIRMAN PETER PHIPPEN
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INTERNATIONAL PARTNERS MANAGER ANNA BROWN
SYNDICATION MANAGER RICHARD BENTLEY

TOPGEAR UK
MANAGING DIRECTOR TOPGEAR UK ADAM WADDELL
PUBLISHER SIMON CARRINGTON
EDITOR-IN-CHIEF CHARLIE TURNER
ASSOCIATE EDITOR TOM FORD
CREATIVE DIRECTOR ANDY FRANKLIN

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NEWS

EVERYTHING YOU NEED TO KNOW ABOUT NEW CARS THIS MONTH



BIG THIS MONTH

Ferrari 488 Spider

No roof. Still turbocharged. Still very, very fast TURN OVER

Blue blood? It's the Ferrari 488 Spider

493kW turbocharged V8 two-seater loses its roof. Hold on to your hat BY JASON BARLOW



SPIDER *OR* SPYDER?

FERRARI'S FIRMLY IN THE 'SPIDER' CAMP, BUT WHO ELSE USES 'I' AND WHO USES 'Y'?



ALFA ROMEO



FIAT



CHEVROLET



LAMBORGHINI



McLAREN



RENAULT



PORSCHE



TOYOTA

SPIDER

SPYDER



All but identical V8 turbo power and performance, all but identical roof...

It may not be the purist's choice, but in many ways the Spider is a signature Prancing Horse. The first Ferrari, the 125S, was technically a Spider. In fact, seven years before Ferrari actually became Ferrari, Enzo produced an open car called the Auto Avio Costruzioni 815, powered by a 1.5-litre eight-cylinder. It had the princely power output of 51kW.

That was 1940. Seventy-five years later, any power deficit is definitely not an issue the new 488 Spider faces. Powered by the same 3.9-litre twin-turbo V8 that made its debut in the GTB earlier this year, the new car makes an identical 493kW at 8000rpm, 760Nm at 3000rpm, and has the same trick variable torque management software and decidedly un-turboey 0.8-second throttle response. Zero to 100kph takes three seconds flat; zero to 200kph, an even more startling 8.7 seconds. Numbers, we are quite confident, that could comprehensively rearrange even the more modest Beverly Hills bouffant.

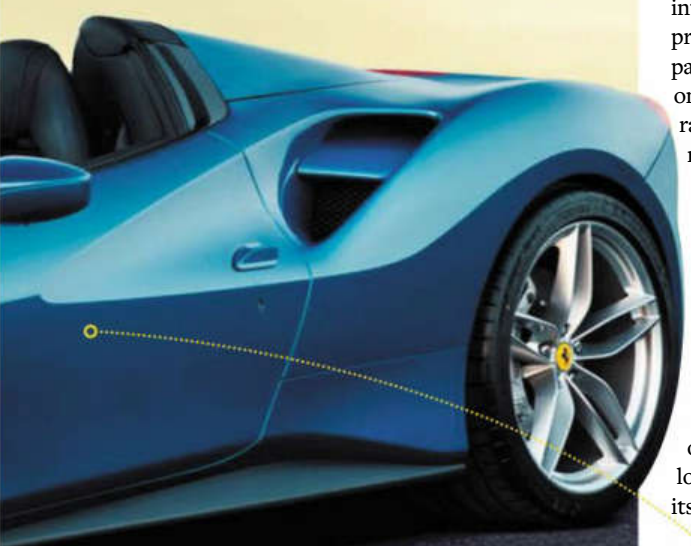
The new car arrives hot on the heels of the Berlinetta, Maranello clearly intent on maintaining the flow of fresh product as Ferrari's management prepares to float a portion of the company on the New York Stock Exchange. With a raft of new shareholders to appease, Ferrari's self-imposed 7000 units per year limit may be tested somewhat, so it'll be interesting to see how they preserve the exclusivity that has been so fundamental to the company's success.

For now, the Spider is an entirely logical range extension. Ferrari says that this 488 is the most powerful mid-engined V8 ever to feature the retractable hard top (RHT), but as it's only the second model to have one, following the 458 Spider, that's the least of its boasts. Ferrari claims that the car was effectively designed around this hard-top roof, and the company's aero wizards and designers have worked hard to ensure that it delivers the same mighty levels of downforce as the fixed car. Like the GTB, it has a 'blown' rear spoiler, and the car's underbody has vortex generators. This is true Formula One know-how.

The 488's flying buttresses are more pronounced on the Spider, and have been designed to optimise airflow across the engine lid, which obviously has a completely different configuration to the GTB (there's no glass engine-viewing panel here). Ferrari's Centro Stile has also added mesh grilles to the engine cover, and it has a ribbed effect. It's not as pretty as the GTB, but you've got to hand it to them: a hard-top roof that can fold completely out of view in 14 seconds on a mid-engined car is a tidy achievement.

More importantly, the car's structural rigidity isn't sacrificed on the altar of perma-tanned client vanity. The Spider's chassis uses 11 different grades of aluminium, as well as magnesium, to achieve exactly the same overall strength as the GTB – that equates to a 23 per cent improvement on the previous Spider. What an absolutely wobbly lard bucket that now seems in comparison.

You want noise? Ferrari reckons exhaust headers with longer, equal-length piping and the V8's flat-plane crank as well as bespoke harmonics give the new Spider a unique soundtrack. Whether it's as strident as its normally aspirated predecessor remains to be seen (or heard). It also gets the SSC2 Side Slip Angle Control System, which is more fun to use than it is to say. As well as letting the, er, less skilled indulge their inner Vettel, it means that corner exits happen 12 per cent faster. You won't be able to verify that yourself, of course, but you're also less likely to fall off the road.



"The previous Spider seems a wobbly lard bucket in comparison"



0-200kph in 8.7secs. Not a hairdresser's car...

Q&A



Did Audi's self-driving RS7 just kill motorsport?

FYI – all that nonsense about robots taking over the world... it's not nonsense

A massive Audi's murdered motorsport? How so?

Because this self-driving RS7 lapped California's 4km Sonoma Raceway this month, in 2m01s.

Right. Is that fast?

Apparently so. Audi claims the 412kW super-hatch turned in a succession of all-but identical times that were "better than those of sports car drivers."

But *which* sports car drivers?

We don't know, and Audi's not telling – presumably because no self-respecting racing driver would want it known that he or she had just been thrashed by a robot. But it's a moot point whether the RS7, on this occasion, lapped Sonoma faster than Seb Vettel or merely Taki Inoue. Because, sooner rather than later, a self-driving car will be monstering circuits faster than any human. An unbeatable, perfect, autonomous racer.

You sound pretty confident.

Well, circuit racing is, at heart, a pretty simple task for a self-respecting robot. Accelerate, brake, steer, don't go off the edge of the black stuff. Sure, there are a few potential variables that might make it more complex – weather, track condition, rogue marshals, that sort of thing – but ultimately, track driving is a far more straightforward task for an autonomous car than, say, attempting to navigate through an unknown section of Tokyo during evening rush hour.

So what'll be the point of Hamilton and Rosberg turning up on a Sunday afternoon, if Johnny Five can do it quicker?

A couple of caveats. First up, it's worth remembering that track driving – particularly single-car, flying-lap track driving as the RS7 was doing – is about as straightforward as racing gets. Throw in a couple of dozen other cars, tyre and fuel strategy, and a chunk of game theory, and suddenly your autobot has to do a lot more processing. But it's all within the bounds of possibility of autonomous tech – after all, self-driving cars react to exactly the same information as a human driver, and can effect exactly the same outputs.

So motor racing *is* dead, then?

TopGear suspects not. After all, chess computers are now effectively unbeatable, but humans still contest the world chess championship. We know even a Mitsubishi Mirage will do 100 metres quicker than Usain Bolt, but we still enjoy watching the fastest sprinters in the world duke it out. Motorsport, for most of us, isn't really about the cars, but rather about humans operating at their mental and physical limits. The vehicles are exactly that: mere vehicles for combat. Racing is about rivalries and brinkmanship, about fallibility and form. Human motorsport is interesting precisely because humans aren't perfect.

Apart from Séb Loeb.

Ah, the Loebtron 8000, you mean? An early automaton, but a good one...



At least F1's post-race press conferences would be more interesting...

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THE KNOWLEDGE

THIS MONTH'S IMPORTANT NEWS, IN BITE-SIZED MORSELS



1 Challenger Hellcat X is 600kW of silly

Dodge's already overpowered two-door muscle car gets bumped into hypercar power territory, its 6.2-litre V8 gifted a turbo- and supercharger. 0-100kph? Approximately three sets of rear tyres, we reckon



2 An electric car will do 0-100 in 1.8 seconds

Thought Tesla had mastered ultimate e-celeration? Think again. The University of Stuttgart's 160kg, not-at-all-road-legal single-seater set a new battery-powered 0-100kph record this month, clocking 1.779secs



3 Borgward wants a bit of Audi and BMW

Once-dominant German marque will return later this year, its first offering an "accessible premium SUV", likely boasting hybrid power. Borgward's aiming for annual sales of 800 000 by 2020. Ambitious, much?



4 James Bond meets Batman

Aston Martin's renowned as 007's car of choice. Land Rover tuner Kahn's Vengeance WB12, a shark styled DB9, appears to belong in Mr. Bruce Wayne's underground garage instead.

Porsche 911 goes turbo

Updated sports car icon will feature forced induction across the range

This prototype is your first look at the revised 911, before it went public at the Frankfurt show in September. Beyond a gentle visual tweak – this is the 911, after all – the big news is that 991 V2.0 is going a whole lot more turbo.

The fruitiest 911 variants have embraced turbocharging for years, but now forced induction looks likely to find its way across the entire range, from basest Carreras upwards. "You have to respect legal requirements [for lower CO2], so yes, we're thinking turbos for standard 911s," Porsche engineering boss Wolfgang Hatz told us. "Emissions are important for us."

Hatz confirmed that by the end of the decade, we'll see a 911 hybrid, too. Before you start wailing, remember Porsche did a fair job of hybridising the 918 Spyder...



911: now front-wheel drive and diesel. Not really





Bishopscourt's morning rush hour was getting worse



Replication is the sincerest form of flattery

INFINITI Q30: AN A-CLASS-BASED A-CLASS RIVAL

Infiniti desperately wants to become a big player in Europe, to be seen as a true rival to BMW, Audi and Mercedes. And what better way to ensure your new A-Class rival is competitive with the A-Class than by, um, basing it on the A-Class? Yes, in a case of bewildering automotive politics, the Q30 – Infiniti's smallest model, also unveiled at Frankfurt – borrows its platform and mechnicals from Merc's A/CLA/GLA family. The looks, however, are entirely its own...

'LUDICROUS' NEW TESLA WILL DO 0-100 IN 2.8SECS

We didn't think it possible for a road car to accelerate much faster than the Tesla P85D. In Insane mode, we clocked its 0-100kph run at 3.1secs. That's loopy speed. But now it's got quicker still. With power up to 568kW – all available from 0rpm, of course – in Ludicrous mode, the upgraded Model S, renamed P90D, shaves a third of a second off its 0-100, with a sub-11 quarter-mile for good measure. Maybe there's something in this 'electricity' lark after all. And of course, there's no ESKOM to worry about overseas.



Next Model S rumoured to boast Risible mode



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Jules Bianchi. Remembered.

ON 17 JULY, JULES BIANCHI PASSED AWAY IN HOSPITAL in Nice, nine months after sustaining severe head injuries in a collision with a crane at the 2014 Japanese Grand Prix. Bianchi, the first driver to die in F1 since Ayrton Senna in 1994, was one of the sport's brightest talents, and widely tipped as a future Ferrari driver. The motorsport world has paid tribute to a brilliant young man, taken too soon at the age of 25.

"Jules was a shining talent. He was destined for great things in our sport, success he so richly deserved. At the same time as being a fiercely motivated racer, he was also an extremely warm, humble and intensely likeable person, who lit up our garage and our lives."
John Booth, Manor team principal

"Very seldom do we find a real jewel, like Lewis Hamilton, Ayrton Senna and Michael Schumacher. Jules had the potential to be in that league. A smashing boy and a world champion in the making."
Eddie Jordan, BBC F1 analyst

"Jules was a great friend. He was a fantastic boy, very humble and an amazing driver. Unfortunately in F1, he didn't have the opportunity to race in a competitive car. He showed his talent by finishing in the points in Monaco [in 2014, where Bianchi finished ninth]. Everyone knows it was an amazing thing he did in that race."
Felipe Massa, Williams F1 driver

"I will never forget. We race, and we race for Jules."
Romain Grosjean, Lotus F1 driver

"In 2008, my second year in F3, he came in as a rookie. I remember a race in Mugello. I started from pole and take off – I see him in my mirrors, chasing me down. He was burning his tyres. It showed how competitive he was, so hungry for success. We will miss him."
Nico Hülkenberg, Force India driver and Le Mans 2015 winner

"For me he was the biggest talent I saw in motorsport. He was the best driver I raced against. He was a special driver and a special person, very humble and a great human."
Roberto Merhi, Manor F1 driver

"His family is our family, and we are part of the family now. Jules will stay for us forever."
Sergio Pérez, Force India driver

"Jules was one of us, part of the Ferrari family. The Suzuka incident took away from us a first-rate person. This boy was born with us, and we thought of him as our driver of the future. He would have been perfect."
Luca di Montezemolo, former Ferrari chairman

"No words can describe what his family and the sport have lost. All I can say is it was a pleasure knowing and racing you."
Max Chilton, former Marussia teammate



"A smashing boy, and a world champion in the making..."





ADRIAN NEWEY

What would happen if the king of racing cars designed a road car...

Adrian Newey has designed 10 constructors' championship-winning F1 cars. But he's no dry boffin, as his hopeless love of fast classics shows. Having stepped back from Formula One, he's thinking of doing a production car. No diesel supermini of course, but a 'legacy project', a machine at the very pinnacle of hypercar speed and technology. If it happens (and nothing is decided), Red Bull might well partner him in the endeavour via its Red Bull Advanced Technologies arm.

Newey certainly has a brain the size of a planet. But would this project be a goer? Building a production car is *not* the same as building a racer. Look at McLaren and Ferrari.

McLaren Automotive (supercar maker) shares an HQ with McLaren Racing (F1 team), but they're separate entities. Ditto at Ferrari, where the Gestione Sportiva stands cheek-by-jowl with the road-car factory and HQ, but the line between them is seldom crossed. In Woking, as in Maranello, it's different production facilities, workshops, design offices and personnel. Yes, sure, in both cases the road-car marketers like to make a grand old fuss of their nameplates' heritage in going round in circles on a Sunday afternoon, but the cold Monday-morning business is a very different thing. (This would be true whether the F1 cars from either place were winning or losing, so never mind that the only time a McLaren-Honda gets anywhere near the speed of its rival Mercedes is when they're inside their respective trucks and convoying out of the paddock on Sunday evening.)

McLaren Automotive has just announced very impressive sales and financial results for the year 2014–15. The boss, Mike Flewitt, told us: "McLaren is the world's most successful motorsport company – it's won in Formula One, Indy, Can Am and Le Mans. But road and race cars have different technical and marketing challenges."

A racer doesn't have to last long: a season at most. Sure, in that time it operates at an intensity that's barely short of explosive. But it's a predictable sort of intensity, and every moment it's driven by a multi-million-Rand operative and remotely monitored like it was in intensive care. A road car has to last many years out in the wild, under a vastly wider range of conditions. It must cope with having a normal human being at the wheel, one freighted with a mortal's haphazardnesses and failings. And although race car designers must navigate through a thicket of regulations, for road cars it's a whole forest. Adrian Newey has little experience to make this transition.

"Normal people need a car that's easy to drive"

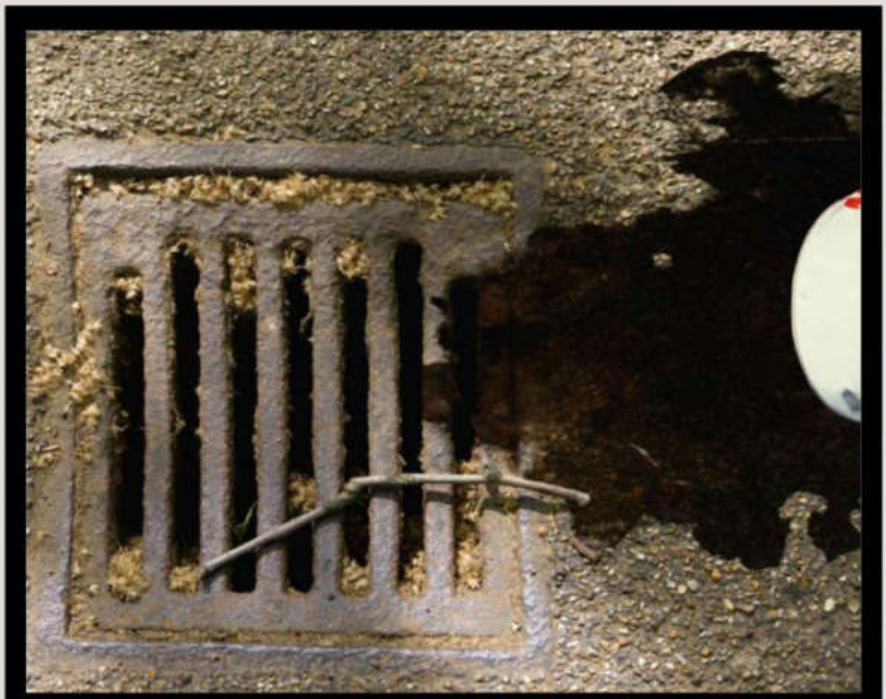
There are subtler differences around the driver, too. Normal people need a car that's easier to drive. Example: a true racing driver will lap faster in a McLaren 650S GT3 than a P1 GTR, even though the GT3 is straight-line slower. Not so the normal driver, because while the GT3 wants to bite your leg off, the GTR is optimised for the sort of real humans Newey has never needed to compensate for.

Commercial hurdles also stand in the way of a race team attempting to build road cars. The dull industry term is 'supply base', meaning the companies that make and sell all the components a carmaker fixes together. An F1 team buys components by the half-dozen. Those are the suppliers Newey has on speed dial. A road supercar maker buys parts by the thousand (and the likes of VW buy them by the million.) But you know what? There are very few suppliers who can operate in the mid-ground, tooling up and selling pieces by the hundred, and that's what a truly boutique production car maker needs. Newey and Red Bull have never needed an address book of those outfits.

Small wonder, then, that he's been talking to Aston Martin. Aston knows these suppliers: it's done the One-77 and the Vulcan. Aston also has a plan, even after it starts making the DBX crossover, to keep building the occasional megacar. And it's all up for collaborations – remember all those Zagatos? Voices inside Aston tell me gleefully that they'd think it the coolest thing on Earth to get into bed with Newey and Red Bull. But to stress again: so far it's just wishful thinking. No deal's been done.



Space for the licence plate, you say? Ah...



Dispose of your used oil here...



...and you could end up here.

Up to 15 years imprisonment.

Don't pollute recycle

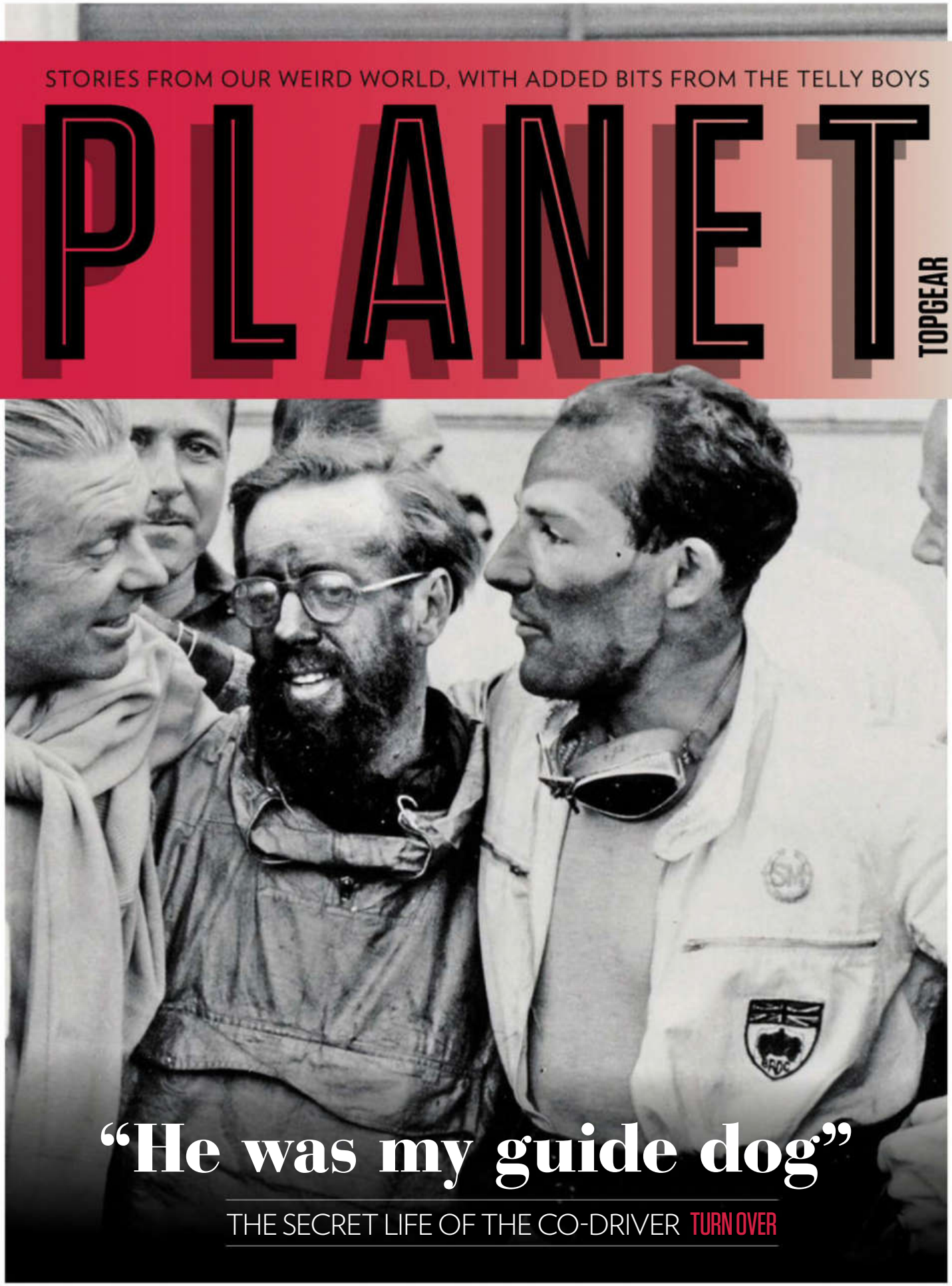
So for peace of mind, contact a NORA-SA approved collector or recycler to safely dispose of your used oil. Call 0860 NORA-SA (6672 72) for a collector in your area.

NORA-SA
National Oil Recycling Association of South Africa

STORIES FROM OUR WEIRD WORLD, WITH ADDED BITS FROM THE TELLY BOYS

PLANET

TOPGEAR

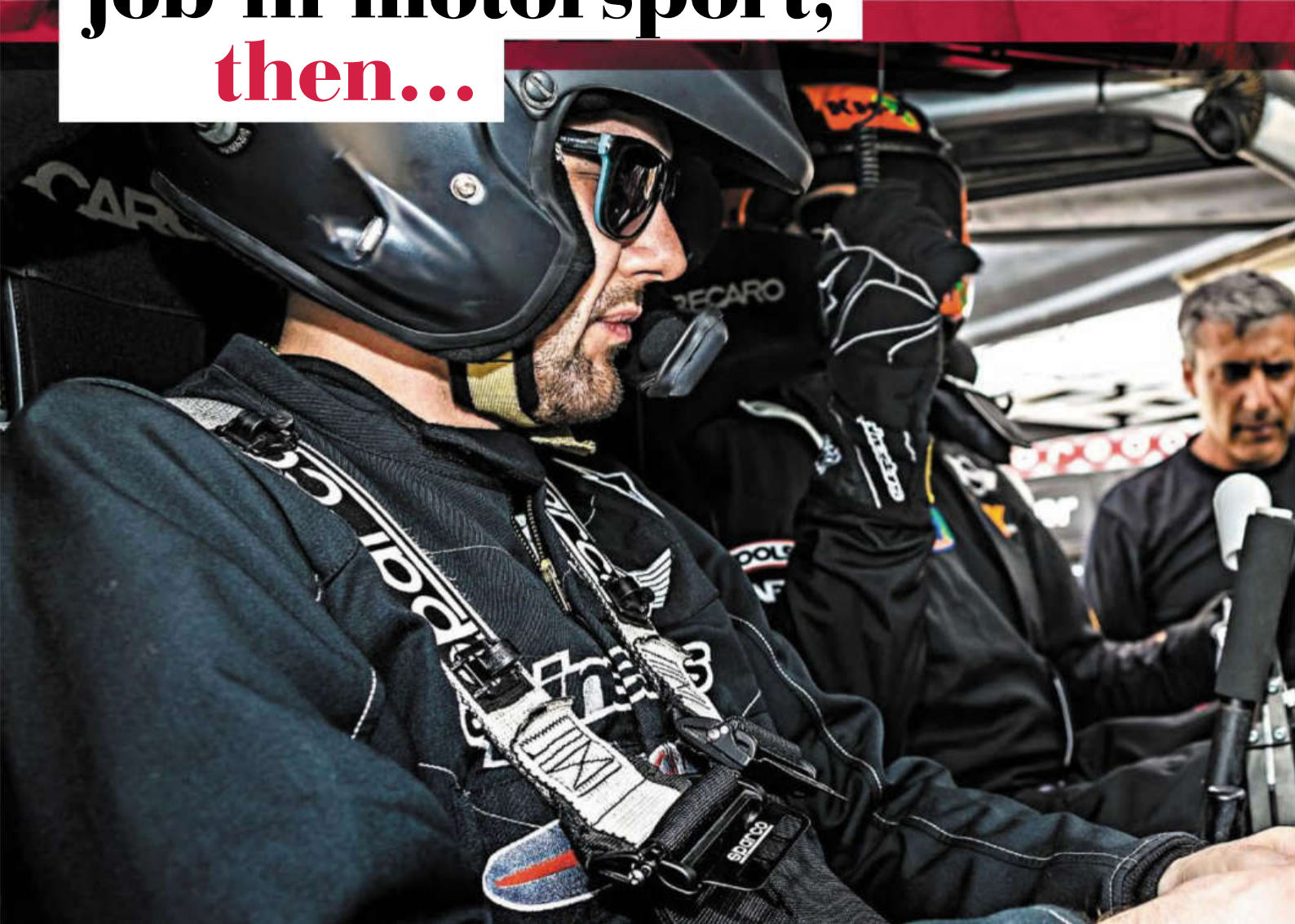


"He was my guide dog"

THE SECRET LIFE OF THE CO-DRIVER TURN OVER



The most thankless job in motorsport, then...







...and now.

KEEP YOUR HEAD DOWN. DON'T THROW UP. HOW HARD CAN IT BE?

WORDS: STEPHEN DOBIE

Have you ever learned another language? Those first couple of hours, as you try to grasp alien sentence structures and past participles, are head-scrambling.

The end of my morning lecture on pace notes won't end in an innocuous role-play with the person sat beside me, though. Nope. I'll be attempting to bellow directions at a rather accoomplished Dakar driver, Nani Roma. In his rather fast competition Mini. On Dubai sand dunes...

Pace notes are just one of many vital skillsets possessed by a co-driver. It is, perhaps, the least enviable job in motorsport: you must guide you and your driver around blind bends and over tummy-pummelling jumps while being beaten senseless, all while you stare down at a piece of paper rather than out the window.

Your glory for getting it right isn't always as great as the driver's, while the chastisement for getting it wrong doesn't bear thinking about. As I mull over the priceless Dakar competition car ominously parked outside the classroom I'm in, the consequences of complete ineptness are enough to make me focus until my brain hurts.

Pace notes have been around as long as rallying itself, from about the turn of the 20th century. But route direction – and the importance of a co-driver – only really came to the fore during one particular race in 1955.

That's the year the Mille Miglia was won not by the paciest car, but by its canniest driver. Or rather its canniest driving team. Sir Stirling Moss paired up with the late Denis Jenkinson – a journalist from *Motorsport* magazine – resulting in perhaps the most famous drive of them all.

Mille Miglia was traditionally contested alone, but you weren't expressly stopped from filling your passenger seat with someone willing to be hurled through Italian countryside at the thick end of 290kph.

"Many people would say, 'Gosh, I'll come with you,'" says Moss, "but that's not what I wanted. I didn't want a passenger. I wanted someone who could contribute as much as I was. And Jenks's contribution to our success was as great as anything could be."

What Jenkinson did was team up with Moss to work meticulously on pace notes, spending numerous weekends in the lead-up to the May '55 race completing practice runs, making notes of corner types, surface imperfections, and what lay over eerily blind crests. Jenks's notes could – and did – help Moss see through the scenery, as it were, cutting crucial seconds by staying at full tilt where unguided drivers would yield to caution.

"He was my guide dog," Moss says. "If we hadn't had



Best not to eat dessert if you're going to blast out into the desert

MICHEL PÉRIN
Co-driver/tutor

Périn is a four-time Dakar-winning co-driver, most recently guiding Nani in 2014. What made him want to co-drive? "I was in love with geography in school," Périn says. "I went by accident to see a race and saw the co-pilot sat there with maps, and thought, that is what I want to do. Now I am a specialist of Google Earth."



"Stomaching roller coasters is no guarantee you'll be a good co-pilot"

the pace notes it would have taken quite a bit longer." They've been a stalwart of time trials and rallies since, relaying information even sophisticated GPSs haven't quite been able to replace.

I'll be wearing an intercom-equipped helmet to pass my instructions on to Roma; back in the Fifties, there wasn't technology able to shout louder than a Mercedes 300SLR, so Moss and Jenkinson used hand signals instead.

And this is where trust comes into it. Moss declares his friendship with Jenkinson was strong, and that absolute trust in his instructions was easy. But for a driver to relinquish his decision-making to another requires tenacious trust in the ability of the person he's sat beside.

"When he says flat-out, it needs to be flat-out," Roma tells me. "It is hard sometimes for me – my past was competing Dakar on motorcycles, and now someone else is taking the decisions for me. But when you have a good co-pilot, you see the difference."

Roma's co-pilot for recent Dakars has been Michel Périn, my lecturer. Given how pivotal it was to Moss and Jenks, I ask the pair of them how important friendship outside of the car is to the relationship inside of it. Given he can spend more time with his co-driver than his family, Roma declares it vital, while Périn is less convinced. "The main thing to have is confidence," he says, a little coldly. Happily, Roma is one of the co-drivers he's closer to from his career, so I don't instigate a dispute there and then...

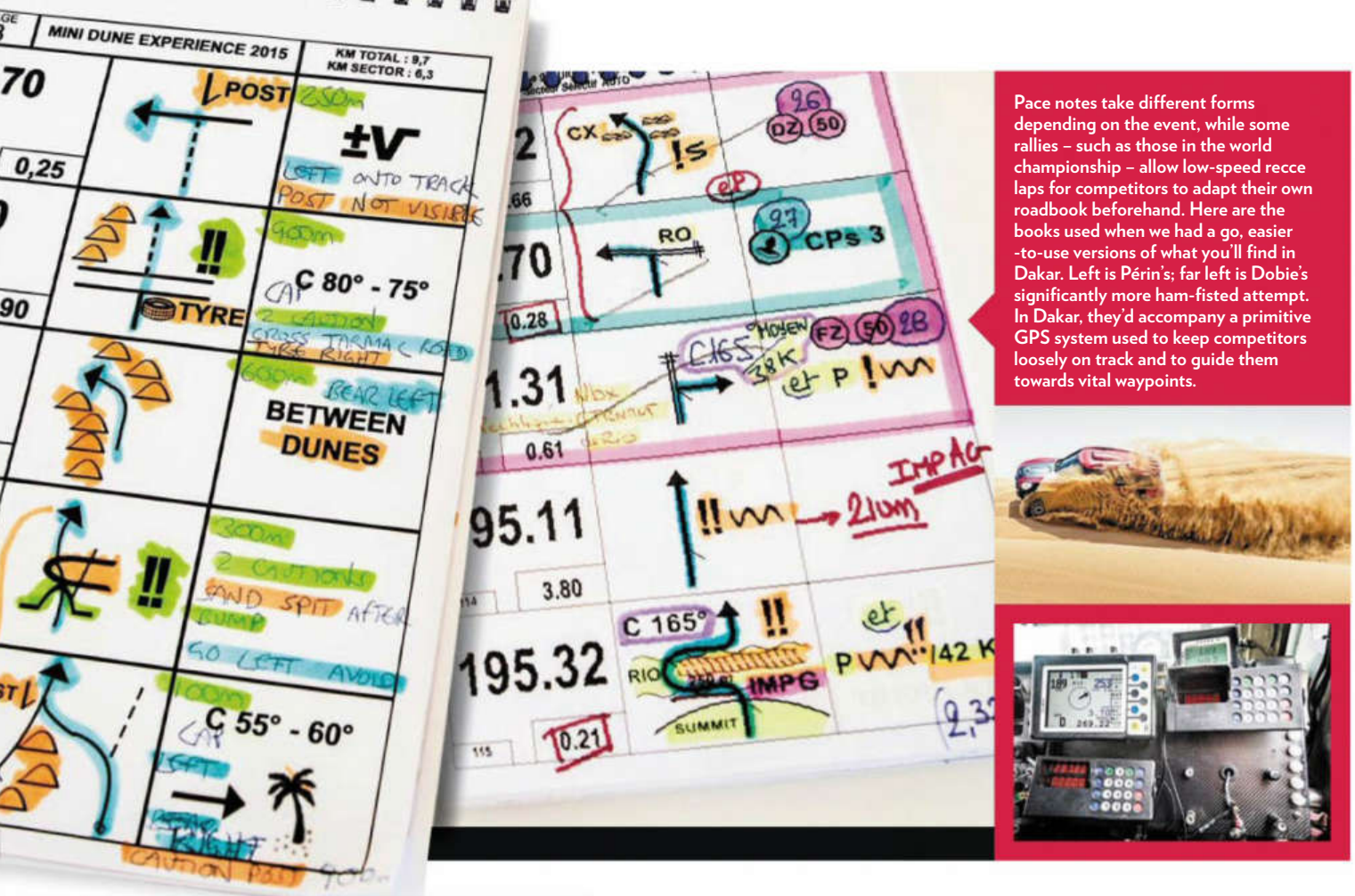
A stomach of steel is surely a given too, I contemplate, unsure of just how much I should actually be eating before clambering over into the high-rise Mini with Roma afterwards.

Some people are certainly more cut out for co-driving than others, with rather a lot of physical forces to contend with. "If you're the driver, you're in control, and this has protective actions," says Professor John Golding, a senior lecturer in psychology at the University of Westminster. "You can anticipate what's going to happen. Your body is less confused if it sees the horizon being thrown around in accordance with itself.



Périn questions Dobie's unconventional use of Egyptian hieroglyphics





Pace notes take different forms depending on the event, while some rallies – such as those in the world championship – allow low-speed recce laps for competitors to adapt their own roadbook beforehand. Here are the books used when we had a go, easier-to-use versions of what you'll find in Dakar. Left is Périn's; far left is Dobie's significantly more ham-fisted attempt. In Dakar, they'd accompany a primitive GPS system used to keep competitors loosely on track and to guide them towards vital waypoints.



STIRLING MOSS AND DENIS JENKINSON
Sir Stirling Moss won 16 Grands Prix but is equally celebrated for his 1955 Mille Miglia win. It was achieved with the help of his friend Denis Jenkinson, a motoring journalist without the funds to race himself. His corresponding article for *Motorsport* – 'With Moss on the Mille Miglia' – is a must-read you can find online.



COLIN McRAE AND NICKI GRIST
There are few rally drivers as famous as Colin McRae, and given his high profile, his co-driver Nicky Grist is well-known too, not least for the infamous offs he had to tolerate, given McRae's unrelentingly committed driving.



"The co-driver can't anticipate so easily, at least in the short term, and they're looking down, so they don't have a horizon reference. And while they're being thrown around, they're doing close scanning, looking at maps. If you're being moved and you're trying to read, that makes motion sickness much worse."

Motion sickness is something you can overcome, but only with resilience and gradually increased exposure to the job, allowing your body to acclimatise. How well you'll cope is a mixture of genetics and past experience: the ability to stomach big, scary roller coasters isn't a guarantee you'll co-drive without being reintroduced to your dinner.

I skip dessert. It's then that, in the 45°C heat of the desert, I climb into fire-retardant overalls and into the confines of the Mini. Luckily I don't have to figure out the GPS system and seriously complex trip computers – a speciality of 900km-per-day endurance rallying – and instead focus on guiding Roma around a comparatively short course via my pace notes. I've been nervously walking up and down, reading back over them as if I'm rehearsing a best man's speech five minutes before chinking the glass.

Now we're off. All goes well until my directions take us over a humongous yump. Correctly, I might add, but it knocks me clean out of my seat and my eyes off the notepad. By the time we land, my eyes are 400m behind where the car actually is, and I stammer hurriedly through my notes to catch up. Until we career hard and fast towards a tight left turn, at which point Roma calmly asks, "What do I do here?"

"Erm, go round it," I apologetically reply, a second or so after the steering lock has already been applied. As he makes the turn, I recalibrate with the pace notes, and we make it back to base without, thankfully, nose-diving down any perilously steep banks.

"When you were reading one, it was like, 'Shit, it's already the next one.' You need to anticipate," Roma quite candidly tells me after our session. "But it's experience. On the motorcycle, I made those mistakes myself!"

It's no shock. But it's a stark introduction to the learning curve of co-driving. You haven't just got a new language to learn. You must do it while battling forces you can't see or brace yourself for, keeping pace with instructions that put the life of both yourself and your driver on the line. An ungrateful commitment.

Least enviable job in motorsport? I'm now quite sure of it.

MY OTHER CAR IS A...

LANDING CRAFT AIR CUSHION

MEET THE WORLD'S SCARIEST DINGHY

TG TOP FACT
Due to a lack of brakes, it takes 457 metres for the LCAC to stop. And the turning circle is a mere 1.8 kilometres!



What on earth is this?
It's a giant hovercraft and amphibious assault craft for transporting tanks and troops from ship to shore. It's also armed, so you probably don't want to mess with it.

Really?
The image above is not some Photoshop fantasy. It was taken in May by senior chief gas turbine system technician Micheal Macdonald, on Virginia Beach in the United States.

It looks quite serious...
It can carry 75 tonnes and access 70 per cent of the world's coastline, at considerable speed. Which makes it an excellent way to ruin a beach picnic in Durban.

Is it new?
It's been around since the early Eighties, and a total of 91 have been made so far. Most of those have had a recent upgrade to extend their life by another decade or so.

Is it powerful?
It has four gas turbines – all of which contribute to lift and propulsion – making a total of 11 931 kilowatts. That's roughly double the power of *TopGear*'s magnificent Hovervan.

What's the verdict, then?
TopGear likes hoverthings. And beach landings. And amphibious stuff. So how could we not get all lathered up over an amphi-hover-lander with guns and everything?

SPEC SHEET







ENGINES
4 x gas turbines

POWER
11 931kW

MAX SPEED
129kph unloaded

ARMAMENT
2 x .50in machine guns, 40mm grenade launcher

RANGE
556 kilometres

PAYLOAD
75 tonnes

WEIGHT
185 tonnes

PRICE
R555 – R925 million

RIVALS: BLOWING A GALE

THREE OTHER THINGS WITH A BAD CASE OF WIND



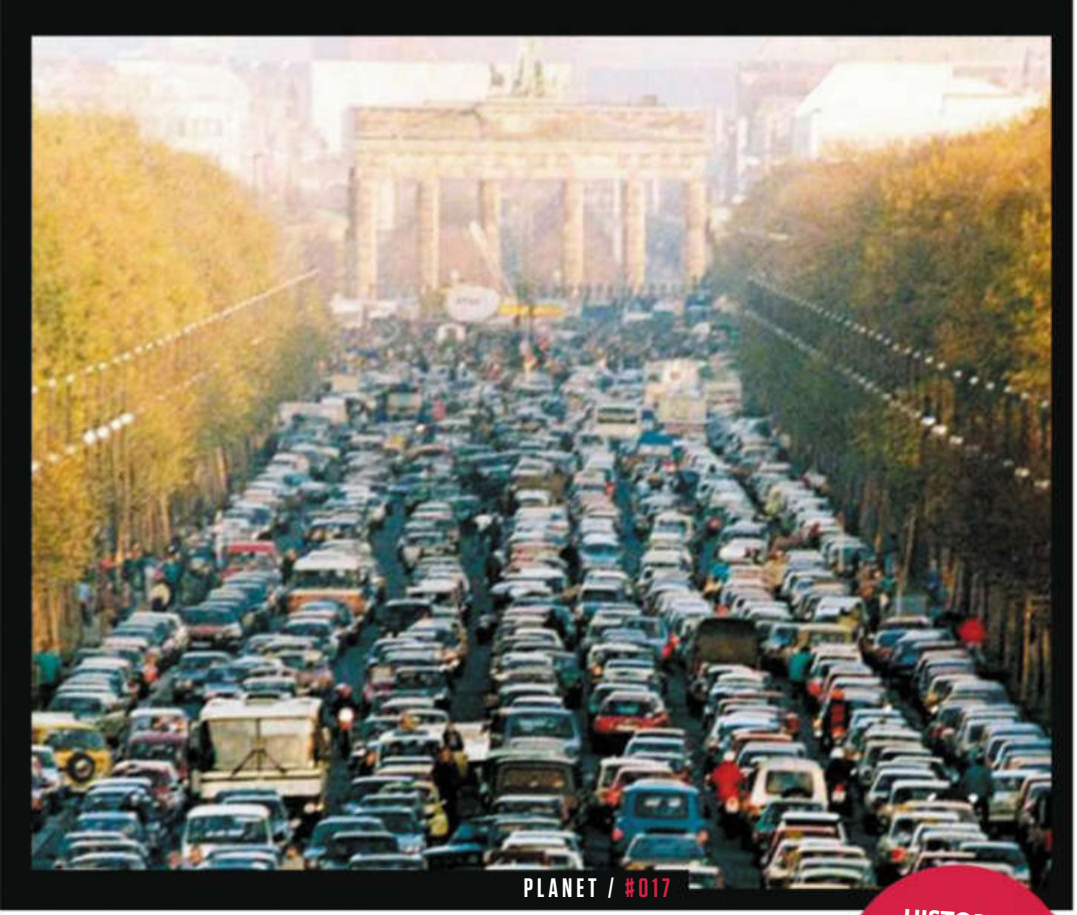
1. Zubr-class LCAC
The world's biggest hovercraft



2. *TG* Hovervan
Also terrifying, but for different reasons



3. Universal 19XRW Hoverwing
Flying hovercraft skims along the water



HISTORY'S FINEST STORIES, RESCUED FROM THE DUSTY CORNERS OF OUR VAULT

From the *TG* archive

HOW TO LEAD THE FORMULA ONE CONGA LINE IN STYLE

WORDS: DAN READ **IMAGE:** RAINER W. SCHLEGELMILCH/GETTY

1. WHO
Happy Germans

2. WHAT
Stuck in traffic

3. WHERE
Berlin

4. WHEN
November 1989

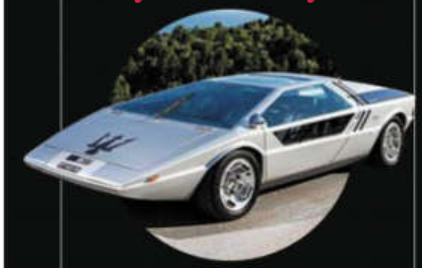
This is a fairly famous photograph of the Brandenburg Gate, which – according to the official captions – was taken on 11 November 1989, two days after the Berlin Wall came down. So you might at first assume that we're seeing a mass exodus from former east to west, as people fled life behind the Iron Curtain for a promise of that more prosperous existence on the other side.

But closer inspection suggests otherwise. The image was in fact taken in the west, looking east. These were western cars, some of them even with British plates. Perhaps then, these were relatives of people in the east, going to visit or collect long-lost friends. People in the poorer east generally couldn't afford cars – and when they could, even the Trabant had a decade-long waiting list – so instead, westerners came to them.

But although that's eventually what happened, it probably isn't what's going on here. Because the Berlin Wall, or what was left of it, actually lay 80 metres in front of the arch, and was still being guarded. An iconic symbol of the east/west divide, the Brandenburg Gate itself was actually trapped between two sections of the Wall, and when the partition came down it didn't become an official crossing point until nearly that end of 1989: 22 December.

And look – the traffic is actually going both ways. People were driving up to see what was going on, turning around and driving back again. Remember, after 45 years of the Cold War, this was a time to celebrate. People just wanted to be there to witness the demolition, to let out their frustrations with a sledgehammer, and maybe grab a brick or two for posterity.

Blink & you'll buy it

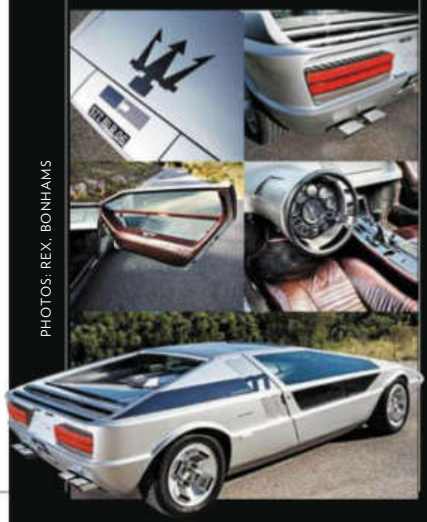


THIS MONTH'S TOP LOT

Maserati Boomerang

Engine: 4719cc V8
Year: 1971
When: 5 September, Bonhams
Estimate: R40–50million

Things were a lot squarer in the Seventies. Just look at this Maserati. It's called the Boomerang, and as you can see, it has many straight edges. Giorgetto Giugiaro may actually have designed it with a ruler. If he didn't, he certainly had very steady hands. The Boomerang was first unveiled at the 1971 Turin motor show. It was a husk of a thing, with no running gear to speak of, as concepts so often are and so often remain. But by its second coming, at the '72 Geneva show, Maserati had transformed the Boomerang into a working car. Based on the Bora, it supposedly has around 224kW and can hit 300kph. And here's the thing – it's fully road-legal. Up for auction in France, it could sell for as much as R50m.



PHOTOS: REX, BONHAMS

OPTIONS TEST



LEGO SPEED CHAMPIONS FERRARI F1 SET

Ever wanted to own your own F1 team, but just couldn't afford it? Or fancied yourself as accomplished a swearing enthusiast as Sebastian Vettel?

Wonder no more, with this Lego Ferrari car and transporter set. Includes everything required for setting up your own pit garage, from computers to tools to tyres and pit boards, and with authentic sponsor decals. Ideal for your man cave. Everything is indeed awesome. **R1337; takealot.com**



RAZER GAMING KEYBOARD

Its full name is actually Razer Deathstalker Chroma. Of course it is. And as gaming keyboards go, it's the ultimate: fully programmable keys, lighting effects, a touchpad, and for more precise control, chiclet keys even. For serious gamers. Obviously. **R3249; evetech.co.za**



GRIPPY PAD

Banish that terminally unsexy phone cradle from your 1995 Corolla's dashboard and replace it with this freakishly sticky Grippy Pad instead. It doesn't rely on Velcro, magnets, or even glue. Made from silicon, it'll grip anything from phones to iPads. **R195; mantality.co.za**



SPARCO COFFEE MUG

Stuff those lame cartoon-character coffee mugs that you think will make you, like, interesting to women. You want to show your colleagues you're a car guy without shouting about it; so get this ultra-cool mug from the coolest aftermarket parts supplier. **R99; ats-motorsport.co.za**



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Stuttgart o'clock

This month's best watches... as chosen by *TopGear*





ULTIMATE ACCESSORIES
Got one in the garage? Then you'll need these on your wrist

MARTINI RACING CHRONOGRAPH

Is there an any more iconic pairing in motorsport than that of Martini and Porsche? This chronograph is a celebration of all things Porsche and Martini, and is limited to 2500 units worldwide – each watch's production number is engraved on the base. It has a 44mm stainless steel case with a fine satin finish, and features a Martini Racing nylon strap, interchangeable with a black leather strap. Best of all, you don't need to able to afford a Porsche to own this watch.
R7784; Porsche dealers countrywide



9VOR11 MODEL 180

Porsche nerds will recognise the design and typography from the speedos in their ageing 911s. It's borderline gimmicky, and the numbers don't correspond to any recognisable time of day; but somehow it's oddly likeable, and very reasonably priced. **R3064; 9vor11.co.uk**



CHOPARD SUPERFAST CHRONO JACKY ICKX

Based on the Porsche 919 Edition, which echoes details of Porsche's 24-Hour winner, and named after Jacky Ickx, a bloke who won the round-the-clock race six times. The blue dials are inspired by the Belgian racer's helmet design.
R173 957; chopard.co.uk



GUARDS RED RL-72

A homage to the instruments in the original 911 RS 2.7, with a single hand that laps the dial once every 12 hours. So in the image above, the time is half past five. if the black strap's too sensible for you, it's also available in red.
R4071; guardsred-design.com

DRIVES

THE CARS THAT MATTER. DRIVEN, TESTED AND RATED THE *TOPGEAR* WAY



DRIVE OF THE MONTH

AUDI R8

New R8. Better than ever. Want TURN OVER



p38

PORSCHE BOXSTER SPYDER
Pretty impressive and just plain pretty. You can't lose



p41

MAZDA MX-5
Mazda's horse actually isn't bad as a car either



p44

MINI JCW
A Mini, maxed



p46

LEXUS RC 350
A R730k Toyota coupé. Guess it's not an 86, then



AUDI R8

Faster, sharper, better. GR8

Reworked R8 is better in every way

BY PAUL KORRELL

I realise that those who are self-righteously inclined don't like the idea, but the 'scandal' of 'GPS racing' is simply what we all do, isn't it? Tap in the destination, note the ETA, and it's only human to hope to be there before then. That's not a 'lethal race', it's just avoiding the impoliteness of unpunctuality. It's no more scandalous than hurrying to eat an ice cream before it melts down your wrist. Even so, my distance-over-time trace in Audi's new supercar this morning was a little extreme. It had taken a while to get a set of photos that do justice to the R8's deceptively epic form. Then we had a plane to catch. The satnav calculated we needed twice the time we had available to get to the airport. What would you have done?

Naturally, we arrived when we needed to, and it didn't even feel like a rush. There's an awful lot that 449kW and quattro can do for you. Yes, the roads were dry; so in theory, two-wheel drive would have been fine, but I just love the sense of security the R8's arrangement brings. Even if the tabloids wouldn't approve, I was actually being prudent. I'd go into the many, many bends with due caution. Only at the instant I could see way ahead was clear would I let that marvellous engine sing its heart out, feel tyres key into the surface, and be away down the road in what can only be likened to teleportation.

The new R8 is all-round sharper and more alert than the old one, a car that was – let's be fair – hardly soggy. These are no mere tweaks. The whole tub and body structure is new. It still has a largely aluminium spaceframe and all-aluminium panels. But the whole lower central section of the tub, the part you sit in including sills, lower B-posts and bulkhead, is now made of carbon fibre. Stiffer, lighter, better. That section will really help when

THE RIVAL



PORSCHE 911 TURBO S

Also crazy rapid – and more accessibly so. But does it have the sense of occasion?



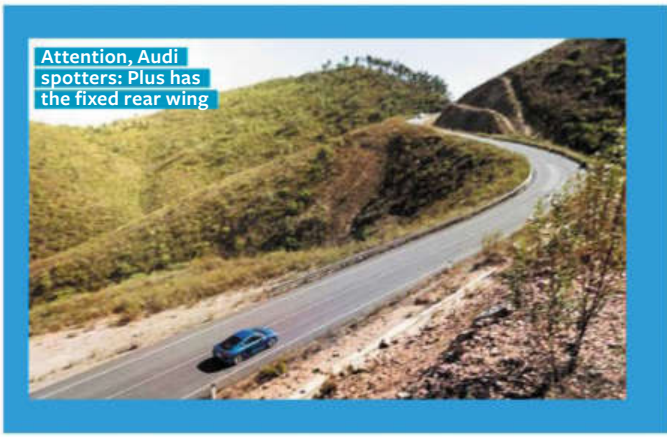
"You have to concentrate if you want to keep the engine in its most frantic band"

making the convertible. The 1555kg kerb-weight is extremely lean when you factor in the 10 cylinders, three differentials and four driven wheels.

As for engines, well, the V8 has gone, at least for the moment. The old car launched as a V8, but every time Audi added more cylinders or power (first the V10, then the V10 Plus) they took the lion's share of sales. We'lll see if that's the case in SA as well when the R8 launches in the second quarter of 2016. So this time around it's just the 5.2-litre V10, with 397kW, and a Plus version with 449kW. The Plus also gets firmer suspension and shorter ratios for the upper gears, for even more venomous acceleration. The critical flag to identify the Plus version is the proudly fixed carbon-fibre rear wing, rather than a more modest hideaway one.

This engine really is a rare treasure. Download its furious voice and set it as your phone's alarm tone – a literal wake-up call to those who say turbocharged engines can sound great. They can't, not compared with natural aspiration and multiple pistons moving up and down a hectic 8700 times a minute, at which point they're hitting 100kph in the bores.

Absent any forced aspiration, the R8


Attention, Audi spotters: Plus has the fixed rear wing



Sideblades are now available in many colours. Choose yours wisely



Engine is caged, its 449kW longs to be set free...







LIFE INSIDE

1. Steering wheel covers multitude of driving and infotainment functions; it's child's play to use
2. **Multifunction screen is all the driver needs. But it'd be easier if passenger could operate nav**
3. Jewel-like quality of aircon controls is a sign of the way it's done throughout the cabin
4. **MMI can also set up the nav, comms and music. Fast internet connection and wifi are standard**
5. Solid hoop runs from driver's door, behind binnacle and down by console – like a single-seater

engine lacks the easy disdain of a high-boost mid-rev punch. While you'll often be stroking a turbocharged supercar along pretty briskly using only 3000-4000rpm, in the R8 you must take up residence in the fives. But that ain't the half of it. Somewhere between 6000 and 6500, something magical happens, a sudden quickening of its pulse, a crazed resolve to aim ever upward until the clock strikes red at 8700. And throughout all that, the response to the right pedal has that gorgeously exact and instantaneous quality you just never get with a turbo motor.

Compared with the last R8, the engine now gains an additional, indirect injection system to help low-load economy and cleanliness. At high revs it's the direct injectors that do most of the work, as before. That stops knock and keeps the pistons cool. Just as well, as the compression ratio has been squeezed to an even more extreme 12.7 to one. It's dry-sumped as before, so the crankshaft is down at wheel hub level, which keeps things nice and flat in corners. The sound really does have echoes of the old pre-'06 V10 grand prix era – a tingling scream underlain with a sexy lower-register huskiness. Geek alert: it stems from the fact that corresponding pairs of pistons from opposite banks share a crankpin (it makes the crankshaft stronger). As such the R8's firing intervals are gloriously uneven, alternatively 90 degrees and 54 degrees.

This means you have to concentrate if you want to keep the engine in its most frantic band. To do that, you've an ally in the gearbox, a seven-speed twin-clutch with uprated software. It's now eye-blink-rapid and supernaturally smooth, with tiny latency after you pull the paddle. And yet the 'box also manages to be extremely smooth in Comfort or Auto mode, burbling blamelessly through town.

The chassis matches the powertrain. It's more alert than ever before, thanks to a firmer spring and damper set-up, and a centre diff that's no longer passive but electronically controlled. So it's a very rear-drive car on the way into corners (for agility), but then sends urge to the front on the way out (for security), although in the sportier driving modes it's a generally more rearward bias. An optional active steering system, fitted to our tester, varies the ratio according to zillions of parameters. Again, the way it does that depends on the driving mode you've selected. And the dampers are programmable too (like on the old car). There's even a set of additional 'performance' modes which lock the steering into a fixed, very direct – maybe too direct – ratio. These alter ESP, damper and centre-diff behaviour according to the weather you dial in: snow, wet, dry. Or maybe turning the knob actually alters the weather. Wouldn't be surprised, as this Audi is ever so clever. Truthfully, there are far too many modes to fathom in only two days of test driving.

Anyway, in the sanity modes the R8 is ultra-secure, if a mite dull. But the great thing, in spite of all that electrickery, is it feels natural. The stoutly unflappable brakes, big carbon-ceramics, only add to the sense of security.

So you get confident and wind the various systems' wicks up. Plunge into a corner and it taps you on the shoulder, telling you the grip is expiring by gently understeering, clearly felt through the wheel. Then you get the V10 to do its thing and the car squats, leans its rear out a fraction and lunges off. It's all about small slip angles, but you can trim them as you like, and feel and almost taste them.

It's an engine car rather than a chassis car, in that keeping the engine in its zone takes more of your concentration while the grip can be left to look after itself. But if you find the time to study its subtleties, there's a lot of love in the cornering too.

You'll remember that the first R8 was very much the most liveable mid-engined supercar. Now we have the McLarens, and they've eclipsed the R8 in ride and visibility. But if I had to take a supercar on a winter-night road trip, the R8 would stand alone, not just for its all-wheel drive but for its fabulous laser-and-LED headlights.

Indoors, of course, Audi has thrown its kitchen sink at you. You've got the superb graphics and design of the 'virtual cockpit' screen, the telematic features of a high-end saloon, brilliant ergonomics and quality. Yet it still feels like a supercar: low, wide, embracing. Special. Like a supercar to drive, too. And just because it doesn't opt to scare you, don't imagine it hides in the emotional background.

SNAPSHOT

IN DETAIL



In Performance mode, red-flashing tach means change up



R8 V10 Plus gets a louder-pipe setting. Not antisocial



Plus model has no moving aero, but lots of the fixed variety

VERDICT

The R8 gets a total rework, and emerges sharper, faster and better – but still an R8. A very good thing, too.

9/10









19-inch wheels are standard. These are 20s though. Big

SPECS 5204cc V10, AWD, 449kW, 560Nm | 7A | 12.3l/100km, 287g/km CO2 | 0-100kph in 3.2sec, 330kph | 1555kg | R Not yet

PHOTOS: ALEX TAPLEY



PORSCHE BOXSTER SPYDER

Raising the roof. And the bar...

Stuttgart's new rag-top is a mighty entrant

BY JASON BARLOW

The thermometer at Florence airport is nudging 43°C, parts of the superstrada are literally dissolving and the air is so thick with heat you can almost see it. It's so hot, in fact, that we briefly consider keeping the roof up on the Boxster Spyder and turning on the aircon.

But that would be a criminal waste of the car's USP. Not to mention that aircon is a (no-cost) option on the Spyder, it adds 9kg to its overall weight, and it's a pointless hypothesis because our car doesn't have it anyway. Roof off, Spyder becomes the full Tuscan hairdryer.

Lowering the Spyder's top is a refreshing bit of manual labour in a lazy-arsed world of instant gratification. The previous Spyder's roof was more of an umbrella than a hood, but Porsche being Porsche, v2.0's roof is almost as ingenious as the one on the latest 911 Targa. A button on the centre console releases it by the windscreen header, you get out – sorry about that, traffic-light extroverts – detach the end 'fins' on the rear lid and clip them into little apertures, open the rear deck, stow hood, close cover flaps... It's a lot easier and faster than it sounds, and shaves 11kg off the regular Boxster's set-up.

It's also the best way to appreciate the Spyder's form. Like the city we've just arrived in, this latest Porsche is a thing of uncommon beauty. If you were being wilfully judgemental, it'd be tempting to write the Boxster Spyder off as the poser's Porsche. Purists – of which there are many in Porscheworld – would steer clear of a rag-top in favour of the Cayman GT4, a structurally superior 'proper' Porsche infused with motorsport magic.

On the other hand, rifle through your history books, and the debate about what constitutes a proper Porsche can send you up an interesting *strasse*. The Boxster Spyder references 1953's minimalist masterpiece, the 550 Spyder, while the double bubble – streamliners, in Porsche parlance – behind the headrests is a nod to the Sixties 718 Spyder. And when you stop scratching your classic-car beard for a moment and squint a bit, there are shades of 918 Spyder to it. This is probably the prettiest car Porsche currently makes.

It may also be the sweetest all-rounder to drive. For some reason, the Spyder instantly feels more special than the regular Boxster. It's also only available with a six-speed manual gearbox, so it's a bit like plonking the needle down on a vinyl record as opposed to streaming or wrapping your ears around some horribly compressed MP3 file. Porsche reckons that following the Cayman GT4 and 911 GT3 RS, 2015 is the year of the 'rigorous' Porsche. 'Analogue' might be another way of putting it. 'About bloody time' is a third.

The Spyder certainly has the tools to do the job, though it's worth pointing out that Porsche's Motorsport arm has had nothing to do with it, and it contains none of their otherworldly unobtanium. Porsche has become adept at mixing and matching different bits from its vast armoury; so, like the Cayman GT4, the Spyder uses the 3.8-litre direct injection six-cylinder from the 911 Carrera S. In this guise, it produces 276kW at 6700rpm, 34 more than the Boxster GTS, and there are 60 more torques at 420Nm overall. It'll do 290kph – with the roof up – and accelerate to 100kph in 4.5 seconds. The combined fuel consumption figure is an impressive 9.9l/100km; although use it like you mean it, and you can add at least five units of unleaded to that figure.

The Spyder weighs 1390kg, 30kg less then the GTS, and if you want aircon or an audio system, you have to raid the options list, as we've already noted. There's rigour there, too, you see. There's no PASM (Porsche's electronic damping control), which saves another 5kg, and some of

SNAPSHOT

IN DETAIL



Storage space good for a mid-engined car with a folding roof...



...which looks tricky, but is easy to stow and good for 290kph...



...but Spyder looks best like this. Rear deck is aluminium

SPECS 3800cc flat-six, RWD, 276kW, 420Nm | 6M | 9.9l/100km, 230g/km CO2 | 0-100kph in 4.5sec, 290kph | 1390kg | R1.010m



LIFE INSIDE

1. Two things missing from this pic are aircon and a conventional doorhandle. One is needed...
2. **Driving position is perfect, wheel same as Cayman GT4's and similar in style to 918's**
3. Silver thing is called a gearstick. It operates the Spyder's transmission very effectively
4. **Audio is also an optional extra. Top-flight driving experience is standard**
5. Red over black is a Spyder trim option, contrasts nicely with silver exterior. Others are available





VERDICT

The prettiest Boxster has the dynamism to match the visuals. Even the daft roof is no longer that daft.

9/10



these guys know that the others don't?

The Spyder obviously majors in sensation. Nothing sounds like a Porsche, and while it doesn't have the induction roar of a 911, the Boxster Spyder creates its own distinctive music. There's a fantastic burble and crackle on the overrun from the exhaust, and the engine piles on the revs in a sonorous, addictive flow. You might want to cut that short by changing gear every now and then, because the (shorter) shift action is about as good as it gets. Spyder even manages to rides beautifully, too, despite rolling 20-inch rims.

Turn all the electronics off and push really hard, and you can unstick it, but it's so well balanced that any impending slidiness is well flagged up. Mid-engined cars always demand respect, but this one suffers fools more gladly than most. Anyway, there's more fun to be had nibbling up close to the limit than overstepping it.

All in all, you'd need a mighty powerful microscope to detect any faults, but we're not above nitpicking, so here goes. Depending on your interpretation of the classic Porsche Clubsport idiom, the Spyder could maybe use a little more rawness in the mix. Our route through some spectacular scenery – as bakingly steamy as the Amazon rainforest – took in some cratered, unpredictably cambered roads, which it soaked up with impressive, passively damped nonchalance. So it'll work on some of our rubbishy surfaces; but even so, it could be a bit less... polite.

Those same roads exposed just about the only other flaw: its gearing is too tall. On tight up- and downhill Italian mountain roads, we spent an awfully long time in second. At least with the PDK you can flick quickly and accurately up and down the 'box. Do that in the manual, and it seems like wasted effort.

But that's enough whingeing. The Boxster Spyder is, by all the measures that matter most, magnificent. At R1.010 million, before options, it's also a used low-mileage Golf GTI more than an entry-level Boxster. Sheesh. You'd have to really want one. Yet if its predecessor is any guide, the Spyder is likely to be a rewarding investment, and not just an emotional one. Porsche only made 2000 of those, and they're appreciating assets. There's no word on the production run this time out, but although this isn't a limited-series car, it'll remain a rare sight. Besides, when everyone's tooling about in autonomous EVs in 30 years' time and downloading Taylor Swift's 35th 'song cycle' directly to their cerebrum, it will also be a reminder of what a truly brilliant driver's car really feels like.

the sound-deadening has gone, saving the same again. That swooping rear lid is made of aluminium, and the hood has an unheated polymer rear window. The seats are skinny carbon-shelled bucket jobs, and you open the doors using fabric straps rather than pointlessly over-engineered doorhandles. It makes one ask the question: why don't all cars feel this good?

It's equally dazzling to drive. The Spyder gets Porsche's Sport Chrono package as standard, and has dynamic transmission mounts for extra stability as you fang through a corner. The rear wheels are wider (at 10.5in), it sits 20mm lower, and there's a mechanical diff and torque-vectoring. The fully electric steering is borrowed from the 911 Turbo, and the Spyder turns in with more intensity than lesser Boxsters. It also brakes with more ferocity: there are 340mm-diameter front discs, and the overall set-up is borrowed from the 911 Carrera S. While all the control weights are sublime, the brakes are astonishingly well calibrated. This is one of those cars that 'thinks' its way down the road, all the more keenly in Sport Plus mode. Yet again, that thought crosses your mind: what do

PHOTOGRAPHS: RICHARD PARDON



MAZDA CX-3

Kodo crossover

Mazda helps you cross over – without the hateful toil of transitioning

BY LANCE BRANQUINHO

Demand and supply. An apparently simple law of economics, often mismanaged. Currently, our South African printed paper money is an excellent example: other people don't really want Rands; hence the alarming price you pay for things you can't buy over the counter with them.

Since re-establishing itself in South Africa, Mazda Mzansi's created a bit of a supply and demand problem too – of the slightly more pleasant kind. See, Mazda's entirely credible CX-5 is so popular, there are two customers willing to pay for every one unit they can drive off a car carrier landing at a South African port.

An alternative, for the impatient? That red car above: the CX-3, a Mazda2 with bigger wheels, greater ride height, a larger engine, and notably daring styling. With their pseudo-gravel-travel ability and faux-SUV looks, FWD crossovers are irresistible to South African urbanites. And round about now, I should be telling you how silly crossovers are, and how you should really buy a Mazda2 instead;



THE RIVAL



HONDA HR-V

Another entirely good Japanese rival to the Juke. Though not as pretty or ergonomically accomplished as the CX-3.



VERDICT

Junior CX-5 looks great and drives well; and if we complain enough, they might bring on the 1.5 diesel.

7/10

but you've been glancing at that red car, thinking: "That looks good. Very good."

Quite. Styling is the crucial product differentiator; and Mazda's dual-syllable car shape and styling mantra, Kodo, is shown to its best effect in the CX-3. For a FWD crossover, the proportions are almost oddly GTish: a small cabin profile, elongated nose and blacked-out rear pillar architecture, presenting the illusion of a floating roofline.

Clever inside, too; Mazda engineers have an obsession with ergonomic precision. If you can't get an ideal driving position in the CX-3, it's time to give up driving. Or have a surgical intervention. The sheer range of helm and seat adjustability is remarkable – almost a bitter irony, considering the lack of telescopic adjustment on its MX-5 roadster sibling featured on the facing page.

Engines are the issue, though. Mazda believes (with reason) that the current European obsession with small-capacity engine turbocharging – in the interests of achieving unrepeatable ideal-scenario consumption figures, for marketing purposes – is an affront to customer transparency. Hence the CX-3's naturally-aspirated 2-litre four; an engine inarguably destined for altitude-debited performance around Jozi, unfortunately, but capable of achieving close to its claimed 6.3l/100km.

With only 3mm more ground clearance than the Mazda2, the CX-3's not a trans-Karoo conveyance. But an ace driving position and wieldy steering, aided by nimble suspension geometry, make for an entirely tidy bitumen-surface driving experience. An effortless crossover, uncontaminated by derivative styling – if that CX-5 waiting list tests your patience, you now have an alternative of sorts.

SPECS 1998cc, 4cyl, FWD, 115kW, 204Nm | 6A | 6.1l/100km, 137g/km CO2 | 0-100kph in 9 sec, 191kph | 1226kg | R260 000



MAZDA MX-5

Blazing saddle(s)

Mazda's apparently analogue roadster is the ultimate digital-driving detox

BY LANCE BRANQUINHO

If you've ever been a bit ambitious when ordering off a Japanese menu, you'll be familiar with the troubling speed at which things are lost in translation when attempting the language of Samurai steel and Pokémon.

Imagine our dread at Miyoshi proving ground, as we prepared to pilot the fourth generation of Mazda's most successful car, when MX-5 engineer Nobuhiro Yamamoto uttered the phrase *'jinba ittai'*. Was he referring to a special launch edition? A notorious corner to be wary of? The name of our lunch venue? Important points all. But completely lost in translation.

Fortunately, a roomful of blank stares expedited an explanation from Nobuhiro: "*Jinba ittai* – like horse and rider." And this phrase encapsulates the Mazda design and engineering philosophy behind its most renowned product: with the MX-5, tactility is crucial. In a world of experience filtered by digital interaction with everything, MX-5's the antithesis of infotainment-scrollable multi-mode menu driving settings.

Smaller than Mazda's original 1989 car, the new MX-5's also 100kg lighter than the round-face roadster it replaces. 'Gram management', Mazda calls it, and they've managed the MX-5 down to only 1042kg.







VERDICT

Modern classic evolves, losing none of its zen. So what if you have to open and close the roof yourself?

9/10

THE RIVAL



BMW 220I CONVERTIBLE

More powerful and spacious, but dearer; and less engaging to drive. The MX-5 remains the bargain fabric-top option.

Countering the fallacious 'evolution' afflicting most contemporary model iterations, simply making more car for the driver to deal with, Mazda's just made the new MX-5 more, well... MX-5: lighter, less complicated, and true to the zen of *jinba ittai*.

Despite its diminutive dimensions the new MX-5's a striking little thing, with sharp details that appear to have been struck from its sheet metal with a Samurai sword, and spherical rear lights mounted as far inward as is legally permissible. The look is part classic roadster, part summer car for the daughter of a Yakuza boss.

Mechanically, MX-5's a touch confounding. Its unblown 2-litre four cranks a scant 118kW, a six-speed manual is the only transmission option, and – rather frustratingly – the steering isn't reach-adjustable. Gram management, see? A reach-adjustable helm was going to add weight (not much, but some) and Mr Yamamoto wasn't going to have any of that.

Lapping Miyoshi, most of the numbers pertaining to the MX-5 mattered very little. It's a rolling ode to everything that's great about driving. A six-speed gate you navigate for sheer indulgence and benign rear-wheel drive high jinks, modulated by a proper limited-slip differential.

Impeccably engineered to do what a roadster should, MX-5 seamlessly fuses rider and horse. On a crisp afternoon, steering your favourite driver's road in this Japanese two-door, no part of the driven experience will be lost in translation.

SPECS 1998cc, 4cyl, RWD, 118kW, 200Nm | 6M | 6.9l/100km, 154g/km CO2 | 0-100kph in 7.3 sec, 214kph | 1042kg | R390 000



MERCEDES-BENZ GLC 250

School homerun

New car for the new school term, anyone?

BY STEPHEN DOBIE

For 25 minutes, I'm driven around the German countryside by Prof Dr Thomas Weber, Mercedes' head of R&D this past decade. Imperiously resistant to most of my attempts to get a question in edgeways (and I'm generally an annoyingly first-rate interrupter), he expounds at length about the good points of his new GLE, and a lot more about other matters in Mercedes' engineering present and future. At no point does he talk about any of his cars being especially good to drive.

And in the *TopGear* sense, this one isn't. But then, it's an SUV, and Mercedes SUV buyers don't want their cars to corner like hot hatches, because if they did there would be too many other sacrifices. But the GLC does drive like a rather good Mercedes. Which means solid as a vault, relaxing, safe and comfortable, but not in any manner spicy or engaging.

It's a great car for bowling along, admiring the scenery. Or even becoming part of the scenery. Not by crashing into a hedge – the semi-autonomous safety systems are almost up to S-Class level – but by driving way, way off the beaten track. For a car without a low 'box or diff locks, it's a staggeringly effective device in the rough.

You might know that until now Mercedes built the GLK, a boxy crossover smaller than the ML. It wasn't sold here because bits of the 4x4 gear would have fouled a RHD steering column. With the new platform (shared with the C-Class) and a compact nine-speed auto 'box, the 3d engine-bay jigsaw finally fits. The name change from GLK to GLC corresponds with the change from ML to GLE. All Mercedes crossovers henceforth get the GL prefix plus a third letter indicating size.

It's propelled by Mercedes' good old 2.1 diesel, but it operates more quietly than usual. The badges say GLC 220d and GLC 250d. They make 125kW and 150kW respectively, but the performance step isn't that significant. Neither is particularly quick, but the Merc nine-speeder conjures its shifts imperceptibly.

Uniquely for this size of SUV, air suspension is available. It's R14 000 well spent for self-levelling under load and for jacking up the off-road clearance, or for lowering at speed. And it should bring a suppler ride. I didn't get a go at the coil-sprung standard set-up, but on air it cradles you very nicely. The payback is handling that gets waterlogged when you hurl it into a tight bend, but most of the time its reactions are millemetre precise, measured but also, curiously, very far from agile.

The wheelbase is longer than the C-Class's, so the cabin is palatial, front and back. It's pretty regal in its materials and quality too. So if the scenery outside isn't as glorious as the SUV dream, at least you can turn your attention indoors.







Plenty of fun in here for all the family...

VERDICT

Well-crafted and stately addition to the crossover boom. Strong off-road ability is a bonus.

9/10

THE RIVAL



BMW X3

It's a BMW, the GLC is a Mercedes, and that about sums it up.



SPECS 2143cc, 4cyl turbodiesel, 4WD, 150kW, 500Nm | 9A | 5l/100km, 129g/km CO2 | 0-100kph in 7.6sec, 223kph | 1845kg | R604 900



HONDA HR-V

Reinventing the joy machine

Honda invented the crossover. Then forgot about it. But now it's back. BY LANCE BRANQUINHO

'Joy machine'. Don't Google it on the office Wifi unless you want a meeting with both HR and IT security at the same time. But on the cusp of our current millennium, 'joy machine' was the tagline for a Honda so far ahead of its time, it only makes sense now: a decade and a half later.

HR-V. It remains the original crossover, despite what any rival Japanese brands claim (that would be Nissan, with its Qashqai). So original, in fact, they didn't even know how to segment it; the acronym 'HR-V' stood for 'hybrid-recreation-vehicle' when it launched in 1999. It was discontinued in 2006, but Honda's revived its crossover nameplate to profit from the insatiable demand for hatchbacks with artificial SUV proportions and styling details.

This second coming of the HR-V is effectively a Jazz crossover; which is no bad thing, as the platform gifts the HR-V a central fuel tank, to aid balance – and those magic seats, offering foolproof manipulation to accommodate whatever array of silly things you might have bought at Builders Warehouse on Saturday morning.

Styling is typical of current crossover fare – coupé-like glasshouse on squat SUV stance – and though tidy, it's not quite the definitive design that the original HR-V was. Neatly equipped though, with full daytime LEDs, rear-view camera parking assistance, 7-inch infotainment touchscreen with smartphone mastering, and a full-size spare. That last detail is quite an oddity for the segment, and in light of its urban purposing, perhaps superfluous; but you'll never have to hashtag your frustration on Instagram should you happen to puncture after getting too ambitious with your 'alternative' Karoo gravel-driving route.



VERDICT

Think pseudo-SUV Jazz, with bigger wheels and engine. Makes a lot of sense, doesn't it?

7/10

THE RIVAL



NISSAN QASHQAI 1.6 T

Bolder design with boosted engine better for now. If you don't have a family.

Churned out by Honda's unbreakable, naturally-aspirated 1.8 i-Vtec, not all of the HR-V's 105kW will be available to power you along unless you live somewhere along Msanzi's 2798km coastline. It's only available as a CVT, too, but it's a little less hateful to drive than most of its genre, courtesy of some clever engineering: it mimics actual kick-down gear engagement when overtaking, instead of that maddening single-speed-stick-blender feel.

Turbocharged rivals are quicker, but the HR-V will stay closer to its claimed consumption. True to the company's stellar F1 heritage (excluding this season's McLaren shenanigans), Honda's working furiously on a turbocharged litre triple and a 1.5-litre four; the latter of which would make this new HR-V a real – you know it's coming – joy machine.



SPECS 1779cc, 4cyl, FWD, 105kW, 172Nm | CVT | 6.8l/100km, 162g/km CO2 | 0-100kph in 10.1 sec, 188kph | 1241kg | R354 900

DRIVES



VW POLO GTI MANUAL

BY STUART JOHNSTON

What – a left-leg-killer, when previously I could have just flicked my fingers?

Yes, but the three-pedal version has 70 more Newton-metres of torque than its DSG sibling, which (weirdly) keeps its performance figures identical to that of the paddle-shifter. What the DSG lacks in torque, it makes up for with snappier gear shifts.

A manual, in this congested day and age? Why?

Why indeed, when VWSA research reckons on adding just 20 stick-shift versions to the 120-or-so DSGs sold each month. Well, think of it as relationship-building. Every time you snick that lever into first and ease out the clutch pedal in an action smooth enough to rival your best opening pick-up line, you feel the emotional intensity deepen between driver and junior-GTI. It gets better and better up and down the slick-shifting 'box, though you do have to keep a beady eye on the revs.

Must I get one?

A car this good deserves the full-time attention that a manual gearbox warrants. Every time you get it right, perfectly matching cog selection to the approaching corner, slotting seamlessly down the cross-gate, you feel better – better about the GTI, better about yourself, better about life.

***VERDICT**: An evolutionary step forward – by taking a technological step backwards.*

SPECS

1798cc, 4cyl turbo, FWD, 141kW, 320Nm
6M
6l/100km, 139g/km CO2
0-100kph in 6.7 sec, 236kph
1197kg
R313 800

7/10



MINI JCW

Captain Obvious

Hardcore hatches shouldn't do surprises. Unsurprisingly, this one doesn't disappoint

BY STUART JOHNSTON

Does a leopard ever change its spots? Does Usain Bolt ever change his brand of shoes? And does a JCW Mini ever handle as if it's *not* painted on the road?

No, no, and of course, no.

Part of the Mini's agility can be ascribed to its electronic limited-slip diff keeping both wheels churning in unison, even if you have the *cojones* to actually tilt the firmed-and-lowered JCW-specific suspension sufficiently to unload an inside wheel during cornering. The only place you're likely to do this is on a race track. Or in a parking-lot gymkhana, which is what was laid on at the launch at Montecasino. What the tarmac ballet told us about this Mini is that understeer has also been contained to such a degree that you have to suffer from leadfoot-itus to a certifiable degree to induce any at all; and it also highlighted the excellent torque spread available from the JCW engine-massaging.

There's some 320Nm on offer from a mere 1 250 rpm, compared to the milder Cooper S's 300; similarly, its 170 kilowatt count trumps that of the S by nearly 30. This power-uppage has been achieved by re-speccing the boost on the twin-scroll turbocharger fitted to the two-litre motor, and they've even gone to the trouble of fitting special John Cooper Works pistons too, which have a slightly lower compression ratio. Not a Mini One, then. At all.

What surprised at the launch was the absence of a manual gearbox, though it will be available by the time you read this. Which means we only got to play with the six-speed Steptronic version – and yes, it's a conventional automatic rather than a fancy dual-clutch tranny.

Still, it's efficient as any other transmission you care to mention, if not quite as rapid-shifting as a DCT: from standstill, this Steptronic self-shifter reaches 100 km/h in 6.1 seconds, while the manual will take 6.3 seconds when asked to do the same job. How much are two tenths of a second worth to you?

Interestingly, BMW has opted for an under-stressed two-litre turbo engine in its Cooper S version, and even in this habanero-hot JCW form it's not exactly a bellowing banshee. You have to work really hard to wind it up, only to smack into the low-ish 6 000 red line far too early. Not nearly as frantic as the 1.6 it replaces.

Brembo brakes and other minor visual addenda complete the JCW's beefcake transformation, though it means you're looking at R440k for the auto (manual: R418k) – Renault Mégane Trophy money. Which, if bare-knuckled mountain-pass-munching is your thing, is the only choice to sink your teeth into.

Perhaps the answer to our headline is not quite as obvious as it seems.







VERDICT

Ultimate Mini provides the ultimate in fun; but misses out on being the ultimate hot hatch overall.

7/10

THE RIVAL



RENAULT MÉGANE TROPHY

Noah's ark interior and chiropractor-sponsored suspension. But faster, with Nürburgring lap-record credentials. You want.

SPECS 1998cc, 4cyl petrol turbo, FWD, 170kW, 320Nm | 6A | 5.9l/100km, 137g/km CO2 | 0-100kph in 6.1sec, 246kph | 1295kg | R440 000



FORD B-MAX

B-roll MPV

For a car with no B-pillar, Ford's latest maxes out on irony

BY LANCE BRANQUINHO

The name of Ford's latest SA product offering might have the sound of an obscure hip-hop artist to it; but the B-Max would be terribly out of place in a video featuring twerking, yachts, and large men wearing white three-quarter pants.

This new blue-oval hatch's naming convention has more layered irony than South Africa's entry visa policy. You see, the B-Max has no B-pillar. Really. Open the front doors, slide back the rears on their rails, and there's a generous, 1.5m aperture of access each side. Clever? Very.

The B-Max's revolutionary structure is built on Ford's rather capable Fiesta platform, sizing out an additional 108mm bumper-to-bumper, and with a roofline 109mm higher. A more voluminous Fiesta, then; but also 178kg heavier. And that's a touch problematic, as the only engine option is Ford's turbocharged 1-litre.

Compounding the issue is that it has only five gears, all of which you'll have to shift yourself. The boosted triple might have 170 very good torques, but slipping a clutch to boost it into delivering them is annoying. And greater mass blunts this engine's traffic-gapping proficiency, too.

Both issues would be somewhat countered by the PowerShift six-speed auto – inexplicably, it's only under review for deployment, subject to sufficient demand. A message to Ford's product-planning people: elementary product arithmetic isn't that difficult. Heavier car, frenziedly small-capacity turbocharged engine, stressed parents as your target group... what you want is an auto. Trust us – the left hand always needs to be free, either as a behaviour-correcting incentive or a chocolate-cupping peace offering.



Besides its annoying drivetrain, the B-Max possesses admirable core competencies. Those pillarless sliding doors are unqualified genius if you're burdened with transporting baby-seat-bound passengers. Agonising lean angles and lower-back-crippling contortions in order to reach, unlock and retrieve toddlers – all are uniquely absent with this ballooned Fiesta. Motion sickness is also mitigated, by virtue of the B-Max's inherited Fiesta damper rates: firm, not harsh. And it has the calibre of ride quality to ensure a sequence of traffic circles won't yield a regurgitation of the morning's feeding *en route* to the crèche.

Sliding doors are hardly revolutionary (remember Peugeot's 1007?), but Ford's the first to execute the idea in a four-door format, *sans* centre-pillar. Most South Africans will ignore the clever convenience and get an EcoSport instead. Ironic, see?

VERDICT

Authentic family car makes more sense than most. You'll still buy a crossover, though.

6/10

THE RIVAL



FIAT QUBO

More MPV than hatch, has sliding doors, is cheaper. And duplicitously Italian.

SPECS 998cc, 3cyl petrol turbo, FWD, 92kW, 170Nm | 5M | 4.9l/100km, 114g/km CO2 | 0-100kph in 11.2 sec, 189kph | 1279kg | R271 900



Kia Grand Sedona 2.2 CRDi SXL

BY RICHARD WILEY

What is it?
(South) Korea's answer to the space race. It's a luxurious, 3rd-gen, 7-seater MPV that's more wagon than van, and drives like a car. Available with 3.3 petrol or 2.2 turbodiesel power.

Why now?
'Cos Kia's chief designer, Peter Schreyer, got tired of designing compact cars, and wanted more bits to infuse with Audi - where he used to work - design touches. People carriers are becoming fashion accessories for those who eschew birth control aids, and this one has more city cred than a Vito or a Caravelle or a Grand Voyager.

What is it meant to do?
Provide a nicely-trimmed and super-spacious cabin for seven to stretch out in - an 11-seater is coming. Dump the pax and fold up the seats, in a host of combinations, to reveal a cavern accessible from both sides. It also cruises rather well, and rides like a car instead of a commercial vehicle; but the auto 'box's lack of urgency might wind you up a touch in the city crawl.

Would you?
Absolutely. Aside from a miniscule touchscreen display and the torque-less petrol model's propensity to head for filling stations, it's a gas.

***VERDICT**: Mobile proof that practicality and luxury can co-exist.*

SPECS

2199cc, 4 cyl t-diesel, FWD, 147kW, 440Nm
6A
9.3l/100km (test), 208g/km CO2
0-100km/h in 13.6sec, 190km/h
2024kg
R669 995

6/10



LEXUS RC 350 F SPORT

Designer clothing hides the lard

Zen. And the art of being slower than a Golf

BY RICHARD WILEY

We'll start with the bad news. South Africa won't ever see the V8 RC F, presumably because this model would find itself surrounded by a posse of European-sourced grand coupés that come equipped with even more street cred and a greater capacity to prise open wallets, not mention rack up speeding fines.

Which means you're foreseeably stuck with the Lexus RC 350 F Sport only.

If you can look past the gaping spindle grille, which resembles a baleen whale slurping plankton by the kilo and which doubtless will trap more than its share of airborne plankton too, the styling does the job. It's endowed with lots of folds and creases, and thankfully, has a four-square stance that many cars from the Orient fail to pull off. In a hyphenated word, it's eye-catching, and much more coupé than saloon. Which is good.

Inside, flawless and fragrant cowhide swathes the tautly upholstered front seats, which provide good support without being restrictive. The dash isn't quite so seamless, being a trifle modular in its architecture; nonetheless, it's appealing, because it's unique in its execution. Equipment levels lack for nothing of any significance.







All-out performance is rarely accessible on public roads so the RC 350's somewhat disappointing on-paper figures aren't too serious: the V6 has just enough in reserve to provide rapid entertainment and a pleasing soundtrack, some of which is – quite disturbingly, for a naturally aspirated performance car – artificially generated.

The underpinnings, an amalgam of GS and IS parts – and tweakable, courtesy of a phalanx of adaptive systems influencing the ride, steering, throttle response and transmission – provide the 350 with a planted feel and exceptional roll-resistance.

However, response to the helm can be a touch slow, possibly as a consequence of that mass, and feedback is not as sharp as from some others. The Aisin 8-speed auto is mostly unobtrusive, changing smoothly (if a little sluggishly) when downshifts are commanded via the paddle shifter.

Lexus names the BMW 428i, Merc C-Class Coupé and Audi A5 as rivals; but they're cheaper, albeit not as well equipped. The marginally more expensive BMW 435i and Audi S5 are faster. So it boils down to whether you prefer sushi or bratwurst, and whether you'd be happy owning a rather lardy yet slinky coupé that's best at being a tourer rather than a racer. That said, it would be a touch irritating to own a 350 F Sport and have a Golf R blow past you, four-up. But that's life – you can't have it all.

VERDICT

The verdict: More flash than fast, for those who want an expensive Corolla coupé.

7/10

THE RIVAL



BMW 435i

The crushing irony of a BMW six-cylinder rival which is turbocharged. And therefore better.



SPECS 3456cc, V6 petrol, RWD, 233kW, 378Nm | 8A | 9.4l/100km, 217g/km CO2 | 0-100km/h in 6.3sec, 230km/h | 1740kg | R730 900

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2015

HOT HATCHES

The search for the

BEST HOT HATCH

starts here

Fast, practical, usable and fun. A good hot hatch covers a lot of bases. But which is the best back-road blaster on sale in 2015? There can be only one...





WE BEGIN WITH A QUESTION. What does the term 'hot hatch' actually mean to you?

An easy one, you might think. But, like anything that sounds idiotically simple, it is of course a concept that becomes migraine-complicated within the time it takes to say "um". Mainly because as soon as you pause to ponder, you'll find that the hot-hatch family tree explodes off in multiple different directions like a car-shaped grenade, splitting into various sub-genres that become increasingly niche. It's like watching glass slowly shatter. Or the birth of a fractal made of VW corporate nodes.

But still a relatively easy call, right? Or so you'd think. It turns out that, depending on which criteria you use to define such things, there are 150+ variations on the hot-hatch theme, varying from the mildly anomalous (like gearbox and body style configurations) to the patently bonkers but definitely tempting. After all, a Ferrari FF is a hatchback and is more than a bit hot, but you can see why it hasn't turned up to contest this title.

Inevitably, we were forced to narrow things down, so that we might beat the wheat of brilliance from the chaff of dross, and hammer out a broad set of criteria that reflect the wide appeal of a fast car based on a common-or-garden hatch. Words were bandied. Words such as "power", "bodykit", "wheelspin" and "turbo". McDonald's was mentioned. But two themes featured more than any other: variations on the idea of "practicality", and a thesaurus-worth of different words for "fun". Turns out that the core, basic principles of any hot hatch – in most people's minds – would be a car that is kind on the grind and fun when required.

The resulting Grandest of Plans involves weighing and measuring, GPS, and increasingly indecipherable notation. There will be *TopGear* science. There will be drag racing and circuit handling tests and four sets of bathroom scales. Then there will be an epic drive across the Cairngorms to the Applecross Pass, perhaps the most back-roady back road we could find in the UK. And that's what a decent hot hatch does best: the back road home from work just for the hell of it, shopping in tow. The Applecross is a back road with extra evil, and it will definitely sort the hot from the merely hatch. Which inevitably means our hot-hatch tree will be gradually pruned to leave only the strongest branches. And eventually, branch. At the end, we'll have the finest hot hatch in the country. TG



50 Drag meet

A hot hatch can only be considered hot if it's fast. We decamp to the Bruntingthorpe airfield to shake down and drag race



58 Knockhill circuit

The 9 best drive to Scottish Land for a blat around Knockhill. Expect much wheel-waggling and smoking of tyres



66 The longest journey

Only five continue. Two more will be lost *en route* to Britain's ultimate back road. It's a long and lonely drive home for the losers



71 Applecross Pass

Nirvana. Not the grunge band, but the promised land for the final three. The best back road in Britain awaits



76 The best hot hatch

Many tests and much swearing later, a winner is crowned. The hot hatch to rule them all. The hot hatch of power. Be upstanding for the...


HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING
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WORDS: **OLLIE KEW & OLLIE MARRIAGE** / PHOTOGRAPHY: **RICHARD PARDON, ROWAN HORNCASTLE & SIMON THOMPSON**

*TEST ONE *The proving ground*

RUNWAY SUCCESS

To separate the hot hatch greats from the also-rans, we need an application of science. Enter stopwatches, scales and a big airstrip...

THIS IS BRUNTINGTHORPE

An ex-Cold War US Air Force base littered with the decaying carcasses of aircraft fuselages isn't your average automotive test facility. You won't catch Euro NCAP smashing up new cars here in deepest Leicestershire. But Bruntingthorpe (or Brunters, if you're so inclined) is perfect for doing big speeds in cars in a safe, controlled environment. Its three-kilometre-long runway, once the stomping ground of nuke-laden bombers, gives us the chance to drag race several hatches and record multiple acceleration and braking runs in each car. The surface is more like a back road than a racetrack, too: pock-marked, gritty and as much of a nightmare for shonky traction control and ABS set-ups as it is for windscreens. Brunters also gives us the space to line up the cars for a Weight Watchers lie-detector test, and out any closet porkers among the Hot Hatch Class of 2015. By the end of the day, we'll know which hot hatches deserve a diet, which is fastest in a straight line, and which has the best brakes. But there's more. Hot-footing it back around the racetrack-cum-access-roads that zigzag around the airfield gives crucial first impressions on handling, noise and gearshift. Which has the oh-so-important best seats? And can the dog-slow cherrypicker make it to the cover shoot location before nightfall? It's time to dodge the Boeings and start crunching the numbers, because only 10 can go through...







*THE WEIGH-IN

We had four ruthlessly accurate digital weighing scales, a note of how much fuel was in each car, a notepad and a pen. Getting 'as tested' weight figures was a satisfying exercise, betraying not only which are hiding a few extra kilos, but where that weight is distributed. For instance, think the M135i has a 50:50 spread? Nope – try 53/47. Still, it was easily the most neutrally balanced car here. Most nose-heavy? The Clio 220, 208 GTi and Honda Civic Type R all put 65 per cent of their weight on the front wheels alone. Most accurate claimed weight was the Mini JCW, just 1kg heavier than claimed. Biggest fibber? See below. Naughty Renault.



FACT

Biggest porky-pie teller? The Clio 220 Trophy, weirdly. Supposedly a 1204kg car, ours was 1277kg – a 73kg discrepancy

THE DRAG RACES

All the AWD cars performed tremendously: the RS3 beating the Golf R and A45 with a 12.4secs standing quarter-mile (400m) time, versus 13.1secs and 13.3secs for its respective compatriots. Two tenths separated the M135i (13.5) from the more traction-limited Type R (13.7), while the hugely powerful Mini (14.2) ousted the Mégane (14.3). The three Golfs were spaced perfectly apart in a marketing type's dream, the R separated from the middling GTI (14.8) and hardly disgraced GTD (15.6). Defeats for the Mégane and M135i ultimately cost them their windscreen integrity.





FAT FIGHTERS

AS TESTED / CLAIMED

Suzuki Swift Sport 1089kg / 1045kg	**VW Golf GTD** 1363kg / 1395kg
Ford Fiesta ST 1188kg / 1168kg	**Honda Civic Type R** 1389kg / 1382kg
Peugeot 208 GTi 1213kg / 1160kg	**Mégane RS Trophy** 1416kg / 1394kg
Opel Corsa OPC 1252kg / 1278kg	**Ford Focus ST** 1494kg / 1461kg
VW Polo GTI 1253kg / 1272kg	**VW Golf R** 1503kg / 1495kg
Clio RS Trophy 1277kg / 1204kg	**BMW M135i** 1531kg / 1505kg
Mini JCW 1296kg / 1295kg	**Mercedes A45 AMG** 1547kg / 1555kg
VW Golf GTI 1331kg / 1351kg	**Audi RS3** 1551kg / 1520kg
Audi S1 1358kg / 1315kg	

FACT

Easy to forget how fast the BMW is. It took a whole second out of the Mégane from 50-110kph: 3.8secs plays 4.8



TEST NOTES:

THE CONTENDERS



› ***BMW M135i*** That's not smoky yobbery, that's launch control. The M135i's Traffic Light Grand Prix (TLGP) mode was a tad vague, bonfiring the rears before you lifted off the brakes; better to drive it off the line smartly, minimise wheelspin and get it hooked up – the creamy straight-six was possibly the strongest mid-range hauler here. Between 50kph and 110kph, the M135i ripped seven tenths out of the hard-charging Civic, and was 0.3 seconds quicker than the DSG-equipped Golf R. Even the rabid Mercedes A45 AMG was a tenth behind in the motorway slip-road stakes. It stopped, too: only the 115kg-lighter Mégane halted quicker.



› ***AUDI RS3*** **We all look up when the RS3 girds its loins, the five-pot brapping like a Group B car on anti-lag. Its squat 'n' go routine belies the ferocity with which it rocketed from standstill. There was an annoying delay before detonation as you came off the brake in launch control mode, but thereafter it pulled most g-force and crushed everything, especially 50-110kph. Heaviest here, though, so the Golf R, M135i and Mégane stopped sooner.**

POWER RANGERS

Audi RS3
270kW

Merc A45
265kW

BMW M135i
240kW

Civic Type R
228kW

Golf R
221kW

Mégane RS
201kW

Focus ST
184kW

Audi S1
170kW

Mini JCW
170kW

Golf GTI
169kW

Clio Trophy
162kW

Fiesta ST
158kW

208 GTi
154kW

Corsa OPC
151kW

Polo GTI
141kW

Golf GTD
135kW

Swift Sport
100kW



› ***MINI JCW*** You'd imagine that the JCW, with its wealth of power and paddleshift gearbox, would be a straight-line hero – but it was no piece of cake. The launch control was unpredictably vague, and it'd wheelspin rampantly unless the throttle was feathered all the way into second. By being super-precise and careful with its boost, we managed to shave a full 0.5sec off its 0-100kph time in the end, which it ran three tenths faster than Mini's claim. Just a tenth off the Civic Type R from 50kph to 110kph, it romped along in the powerband, but the brakes were appalling. Only the Suzuki Swift Sport – the slowest car here – took longer to stop. Yikes.



› ***FORD FIESTA ST*** **The yellow rectangle denotes a Mountune induction kit. Which means a Ford UK-approved +25kW, +30Nm, for R12300, and supposedly -0.5sec on your 0-100kph. The Fiesta was fairly easy to launch – its relative lack of power meant traction wasn't the issue it was in the bigger Focus, but the recalcitrant clutch didn't bounce back up after a quick change. Weird. It arrived at 100kph 0.2sec slower than claimed, but was a remarkably composed little tyke under brakes.**

› ***SUZUKI SWIFT*** You could give the only naturally aspirated car here everything off the line. With only 100kW on tap, it'd accept a 5000rpm launch... and still be by far the slowest, at 7.8 seconds to 100kph and a leisurely 23.9 to 160kph – two and a half times that taken by the rampant RS3. Still, it wiped almost a second off Suzuki's 0-100kph claim. But try as we might, no one could actually hit the Swift's brakes hard enough to activate the ABS. It didn't really have any stopping power, it just drifted down from 160kph in 105 metres. By the time it was stationary, the RS3 could've almost done a whole other run. Outgunned, but still charming.



› ***CLIO RENAULTSPORT TROPHY*** Confirmed for SA in 2016, the Trophy's incremental power gains of 15kW and 38Nm only unlock, says Renault, a 0.1sec advantage over the regular Clio RS, but this was a seriously muscular little car. It romped from 100kph to 160kph a whole second faster than the tuned Fiesta, its unlovable dual-clutch 'box finally paying dividends. Accessing max attack mode was a pain, though: gearbox lever into Manual, press Sport, then press and hold again for Race. No such complication with the brakes, which, like the Megane's, were progressive and powerful. None of the superminis stopped faster. Nor many of the big 'uns.



› ***OPEL* CORSA OPC** Expectations for the Corsa OPC were sky-high, given how much hardware it borrows from the excellent previous-gen Clubsport special. So what went wrong? Partly, it's the characterless engine, which did the numbers adroitly enough, but lacked a distinctive noise or sharp throttle response. And you were forever negotiating with it via a vague, nasty 'box that didn't take kindly to fast shifts, thanks to fragile-feeling linkages. It was almost enough to make you wish for the Clio's fuss-free auto. Almost. Lacks the Fiesta's panache as a driver's car. Arrives here next year. Will you wait for it?





› ***MERCEDES* A45 AMG**
As a new A45 is imminent, we couldn't borrow one from Mercedes, and used a kind owner's car instead. It wouldn't do a super-aggressive launch, preferring to slur off the line with some clutch slip instead of simply leaping away like the RS3. Mind you, from 100kph to 160kph, the 265kW A45 was just 0.4 seconds off the RS3, and with a more powerful version coming very soon, we wouldn't bet against that trend reversing in the near future. But as this is now the 'old' A45, it can't progress any further than Bruntingthorpe. You can almost hear the boys and girls from Audi breathing a sigh of relief.

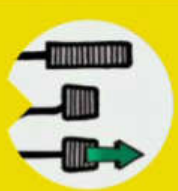
› ***VW* GOLF GTI**
Look, VW, this is a GTI. Your iconic, benchmark hot hatch. The traction control shouldn't cut back in without being asked. Yet between 4500rpm and 5000rpm, the ECU decided it'd interfere, hurting acceleration. As a result, the little Polo GTI embarrassed the pricier Golf by hitting 100kph a tenth faster. Are you listening now, VW? GTI was the only 'big' hatch that needed over 100m to pull up from 160kph, too.



HOW TO LAUNCH A FWD CAR
IT'S NOT JUST A CASE OF MASHING GAS...

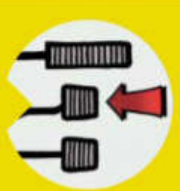


Build revs to around the torque peak. Release handbrake


Smartly bring clutch up; but don't dump it. Cusp of wheelspin



Time for second. Don't lift throttle, little dab of clutch


Brake, as you're probably approaching illegal speeds now





› ***VW* GOLF GTD:**
A dream car for emissions tax-ridden Europeans, with 135kW/380Nm and delivering just 4.18l/100km. But not for sale in SA. Initial traction was great, but this was the only car here in which it was advantageous not to use the entire rev range. Limit the revs to 4300rpm, and the GTD makes much better use of its torque, dipping from 7.6 seconds to 100kph to 7.3. That heavier engine helped under brakes too, pressing the tyres down and stopping 1.8m before the Golf GTI. We were surprised too.



› ***AUDI* S1 / *HONDA* CIVIC TYPE R**
So, which would be faster: a 4WD tiddler or a BTCC refugee wading into battle with the damp powder of front-drive? The S1 hit 100kph in 5.5secs by building up the revs against the handbrake and dipping the clutch smartly. Smelt a bit, but the times were stellar. Meanwhile, the Civic was trickier. It wouldn't beat 5.5secs until you realised that full throttle was a no-go anywhere in first gear, as it triggered insta-spin at the wheels. Grab a clean shift into second, open the taps and manage the wheelspin into third (really). Torque-steer was impressively reined in, and a 5.3-second run resulted. Both are lively under brakes.

› *MÉGANE* RS TROPHY

A properly serious performance car, this. No front-driver – not even the Type R – pulled more gs off the line (0.65g), demonstrating just how well-sorted the Mégane is for inital traction. The long gearlever was the Achilles' heel here, ultimately limiting how fast the gears could crash through the gate. Those red-calipered Brembos deserve huge credit too, with the Mégane recording easily the best stopping distances of all the cars present. 160kph to a dead stop in 86.8m is damn impressive.



› *FORD* FOCUS ST

Sounded great, good gearshift too. But that bombastic engine couldn't get all its power onto the road, so initial traction and accelerative g were relatively low. Once it'd found its feet, the Focus went at a similar lick to the Golf GTI, and actually made a similar hash of coming to a halt, almost precisely 100 metres from the spot it hit 160kph. It felt tough, though – repeated runs and drag races brought no complaints from the clutch, nor baulkiness from the shifter, and it didn't even eat its tyres too badly. With a proper front diff to distribute the drive, it'd be a much stronger contender.



BRAKE!

FROM 160/100kph

Mégane RS
86.8m / 31.3m

BMW M135i
88.9m / 33.4m

VW Golf R
89.0m / 33.5m

Audi RS3
90.5m / 34.8m

Civic Type R
90.8m / 34.0m

Clio Trophy
91.5m / 33.0m

Merc A45
91.6m / 33.4m

Corsa OPC
93.6m / 32.4m

208 GTi
95.7m / 34.4m

Polo GTI
97.3m / 36.8m

Audi S1
98.1m / 35.3m

Focus ST
99.9m / 35.4m

Golf GTI
100.1m / 36.7m

Fiesta ST
101.5m / 37.1m

Mini JCW
104.9m / 39.2m

Swift Sport
105.3m / 37.2m



› *VW* GOLF R

Easy to find launch control, easy to, er, launch, and simply sit back and watch the transmission do the rest. Turn off the DSC (the R is the first Golf ever to actually allow that – about time), put the gearbox into Sport or Manual mode, then cover the brake and flatten the gas. It'll hold 4000rpm, make a wonderful warble, then does the full startled rabbit once you disengage the brakes. We took 0.3 seconds off VW's conservative 0-100kph claim thanks to the R's neat, unfussed, effective acceleration. You just get the sense that not a single horsepower is wasted. Good brakes too; it stopped ahead of the lardier RS3.



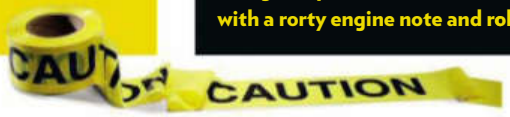
› *VW* POLO GTI

Don't assume it's a half-rate hatch, the little GTI. It's actually so strong in the mid-range, wheelspin knackers its times, so it's crucial to maintain traction. Both the Polo and the Peugeot 208 GTi were properly rapid to 100kph, their shared 6.2-second times putting them well ahead of some tastier candidates. The Polo lost out at higher speeds, but felt bombproof for run after run, with a rorty engine note and robust 'box.

› *PEUGEOT* 208 GTi

It might be the hottest Pug hatch ever, but the 208 GTi wasn't a natural drag queen. It's powerful, sure, and the Michelin Pilot Super Sport tyres are wider and stickier than the other little 'uns' boots, even the Mini JCW's. However, we need to talk about The Gearbox. Besides the obtusely XXL knob itself, the vague, long-shift action limited the 208's pace badly, and wouldn't allow flat shifts. From 100-160kph, the Fiesta ST actually clawed a tenth back, but the Pug still managed an impressive 21.1secs 0–160–0 time. With a sweeter 'box, it could do better...





*0–160–0 TEST RESULTS

SEE, IT'S NOT JUST THE FAST ONES WE'RE TAKING OFF TO KNOCKHILL. OK, IT MOSTLY IS, BUT EACH HAS EARNED ITS PLACE IN THE NEXT ROUND ON MORE THAN JUST THE STRENGTH OF ITS STRAIGHT-LINE SPEED. NEXT, IT'S TIME FOR SOME CORNERS...

EXAMPLE ALL FIGURES IN SECONDS (RT=REACTION TIME)

0–100	0–160	RT	160–0	100–0	TOTAL TIME	THROUGH TO THE NEXT ROUND? ✓YES ✗NO	
AUDI RS3	3.9	9.6	RT	4.6	2.7	14.9	✓
MERCEDES A45 AMG	4.8	10.9	RT	4.4	2.7	15.7	✗
BMW M135i	4.8	11.4	RT	4.2	2.6	16.0	✓
VW GOLF R	4.6	11.1	RT	4.5	2.6	16.1	✓
HONDA CIVIC TYPE R	5.3	11.5	RT	4.4	2.6	16.6	✓
MÉGANE RENAULTSPORT TROPHY	5.8	13.7	RT	4.1	2.4	18.6	✓
AUDI S1	5.5	13.5	RT	4.5	2.7	18.7	✓
MINI JCW	5.8	13.3	RT	4.9	3.0	18.8	✗
VW GOLF GTI	6.3	15.0	RT	4.5	2.6	20.0	✗
CLIO RENAULTSPORT TROPHY	6.5	15.4	RT	4.5	2.5	20.3	✓
FORD FOCUS ST	6.3	15.3	RT	4.5	2.7	20.6	✗
PEUGEOT 208 GTi	6.2	16.2	RT	4.4	2.6	21.1	✓
OPEL CORSA OPC	6.7	16.7	RT	4.5	2.4	21.4	✗
FORD FIESTA ST	6.6	16.5	RT	4.7	2.8	21.6	✓
VW POLO GTI	6.2	16.3	RT	4.8	2.7	22.0	✗
VW GOLF GTD	7.4	18.4	RT	4.8	2.6	23.8	✗
SUZUKI SWIFT	7.8	23.9	RT	5.0	3.1	29.5	✗



FACT

The Fiesta ST and the A45 AMG were the only two cars which failed to match or beat their makers' 0-100kph claims

FACT

Mini was the quickest of the littlies, but the brakes were appalling – only the Swift took longer to stop

FACT

Despite its inherent FWD traction disadvantage, the Civic ran 0-100kph in 5.3 seconds. Take that, physics!

FACT

Civic was as fast as the A45 once it had traction. Both did 100-160kph in a little over six seconds. Ahead of the BMW


KX15 PWY
208
KW15 GXO
HV64 VKE
HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING
2015
HOT
HATCHES



*TEST TWO The track

Scottish referendum

What's been the most important decision taken in Scotland in recent history? Yes, you guessed it... the TG hot-hatch shoot-out

WORDS: OLLIE MARRIAGE / PHOTOGRAPHY: JAMIE LIPMAN, ROWAN HORNCASTLE AND SIMON THOMPSON



Nine make it to Scotland unscathed on a Sunday night. Okay, that's not quite true. Eight make it, of which two aren't firing on all cylinders. Not literally; it's more that their windscreens aren't at full transparency. Losses for both the BMW M135i and Mégane RenaultSport Trophy in the drag finals at Bruntingthorpe saw them chew on their respective winner's dust. Which turned out to contain more than dust. Decent cracks afflict them both, but thankfully these haven't developed any further.

Meanwhile, Bruntingthorpe's victor, Audi's RS3, is nursing a puncture, and sits forlornly outside Tom Ford's house, some 480 kilometres south, awaiting a new tyre. With a following wind, it should reach Knockhill by lunch. All in all, this is about par for the course for a *TopGear* test.

Now, where was I? Ah yes, the Knockhill circuit, in Scotland, 8am on a Monday morning. They were racing British Superbikes around here yesterday, and the celebrations must have been lengthy. It's like the aftermath of a rock festival: campsite stragglers, muttering truckies and a confetti of litter gusting about on the breeze.

Our cars look perfectly at home as they coast down into the pitlane. There's no side to hot hatches – they look boisterous and confident, ready for a bit of knockabout fun. They josh with each other, a gang of mates, no hierarchy – although I suspect all are secretly glad the RS3 isn't here yet. The one from Ingolstadt is a bit more serious-minded about speed, and is odds-on to do the double and win against the clock here, too.

You won't believe me for saying this, but winning against the clock isn't the key thing today. And that's despite us having British touring car racing legend and local hero Gordon Shedden on hand to do the timed laps. We're not necessarily going to take the five fastest through to our final adventure on the magnificent Applecross Pass, which is our next test. Nope, we're just going to take the best. And, as will become clear, that's a very different thing. Maybe not even five, either; just those we think most deserving.

The stretch of tarmac that will help us sort the good eggs from the bad apples is only two kilometres long and boasts a mere nine corners. So that's just nine points that each contender needs to master to earn a place in the final. Sounds simple enough, but when the first of them is among the most senior I've come across at any racetrack, the scale of the challenge becomes apparent. It's a fast, blind-entry corner that immediately falls off a cliff and notches straight into a good kink left that you absolutely have to get right if you're going to avoid crashing into a Scotsman. Sorry, just 'Scotsman' – that's how the locals refer to turn three. And that first corner is called Duffus Dip. A very strong contender, I might add, for the best corner name ever.

I settle on the Ford Fiesta ST as a good starting point. Nothing comes at you too fast in the Fiesta. This is not a reflection of its lack of speed, but on its astonishing chassis composure. Some cars here have motors that dominate, but the best blend engine potency and handling seamlessly together. The Fiesta is one of those. It flows beautifully, and has a lightness of touch that genuinely sets it apart from almost everything else. It's friendly and well balanced, eager to please with a cocked wheel at the hairpin



"They look boisterous and confident, ready for a bit of knockabout fun"


Fresh new tyre sidewalls shortly to be tattooed onto track's high kerbs





Shedden crucifies BMW for ocean-liner roll. Still sets third fastest lap





or a whiff of lift-off through Clark's.

It can't put up with sustained abuse – it's not one that keeps coming back for more, but it's so engaging and communicative that you're happy to play to its strengths and major on momentum, saving speed instead of trying to steal it back with late braking. The Fiesta gives you time and moves with you. It's a proper scamperer. The perfect starter hot hatch. And therefore, as far as the littlies go (by which I mean the Peugeot 208/ Renault Clio/Audi S1), the yardstick by which all will be judged.

I choose to make that judgement call immediately by switching to the 208 GTi. Things don't start well. You slot your backside in over the promisingly tall seat bolster and it collapses under you. There's no structure in it at all. It wilts under pressure.



Dennis the Menace look encourages dastardly track-dirtying tactics

"The Audi S1 forever acts like it's in a pinball machine"



Civic is in Gordon's top three, and ours too. Welcome back, Honda

FACT

Clio Trophy pulled the same peak *g*-force as the ballistic, all-wheel-drive RS3. Biggest face-bender? Civic



You can see where I'm going with this, can't you? Yes, it's a metaphor for the whole car. I remember the Europe-only 208 GTi 30th Edition – on which this one is based – feeling alert and sharp on the road, but something seems to have been lost in the translation of that limited-edition version becoming a full part of the model range. The diff doesn't dig in properly at the hairpin, it feels like all its responses are as muffled as the exhaust. It's grunty in a straight line all right, nice spread of torque; but the touchpoints are spongy, and the steering wheel is munchkin-sized.

Mind you, in the Clio it's too large. That's not my biggest issue with the Renault, though: every time I get in, I'm staggered once again to see an automatic gearbox lever. Can't help it. Just doesn't belong. And as an even bigger departure from previous hot Clios... it's a five-door only. This may be the newly toughened-up Trophy version, but it's still abundantly clear that Renault's *compteurs de haricots* – bean counters – still hold sway. What a pity.



Can you guess which car has a proper diff? Nope, try again



Clio escapes Knockhill's Duffus Dip corner. Huge gravel trap not for show



Marriage prefers cars with two-wheel drive. Not fussy which wheels

That said, its newly stiffened and lowered suspension gives it a delicious chassis, genuinely wonderful. It dances and scoots around Knockhill with faster footwork than the Fiesta, and more vigour, too. It's Scrappy-Doo, a little charger, it drags you in, resisting understeer and working its front diff hard to please intensions.

And then you have to change gear, and the magic is gone. The gearbox is better now, but it still doesn't belong in this car, it still doesn't suit it. A little bundle of energy like this needs a punchy manual shift – the Mégane has one, so why not the Clio? It's frustrating, because although I don't think this Clio quite has the magic of the 2005 182 Trophy, or the same edge as the last-generation 200 Trophy, in truth it's not bad at all.

But off-track in the pitlane the Clio is divisive. I like it; pretty much everyone else disagrees. We expected more, especially from something wearing the Trophy badge, and the weight of expectation can be a sod.

You never expect much from an Audi, do you? We've driven and reviewed the Audi S1 many times before, yet its capacity to entertain still came as a surprise. It's a hot Audi, it'll be four-square and sensible, goes the common thinking. But this one is different. It's a full-on comic, which starts when you set out to investigate on which corner it will inevitably understeer and ends nine corners later when it's proved to have the pointiest nose of anything here, and a propensity for oversteer that initially seems alarming. It's a tight little nugget of a thing, tough as a ball bearing and forever acting like it's in a pinball machine, chasing that bonus.

It turns quickly thanks to that short wheelbase, and if it pivots too much, all you have to do is get on the power and allow the turbo/quattro combo to sort out your mistakes. It's a hoot, a giggle; and beautifully made, too. It doesn't have the chassis sophistication of the Clio or the Fiesta, but it's long on perkiness and personality, and that'll take it far. Mighty midget.

Maxi-midget arrives just as we break for lunch. Tom Ford reports that the RS3 now has the correct tyres and that we can stop with the jokes because, yes, however counter-intuive it may seem, they *are* on the correct axles, meaning the 255s sit at the front and narrower 235s are fitted out back.

We head off to discuss understeer and classic five-cylinder engines over bacon baguettes and baked potatoes. This is Scotland, after all.

We come back to discover that to our shock and surprise, Audi's S department builds a better hot hatch than its RS division. Considerably better. The RS3 is a bludgeon. Yes, it does ultimately turn in the fastest lap time, but it does so in a joyless way. As before, it's effective, yet utterly inert. To be very honest, I'm surprised that it is that fast, given that its brakes aren't great, turn-in is lacking, and you drive everywhere with 10 degrees more steering lock applied than you'd expect. Yep, understeer ahoy. And no way of neutralising it, either. It's a conundrum.

There are upsides – it rides a lot better than the old one, and body control is better than the BMW's, but you inevitably start to pair these cars







The German brigade: as per usual, where might meets sobriety

KNOCKHILL LAP TIMES



› **OPENED:** 1974

› **ONLY TRACK IN THE UK THAT RUNS IN BOTH DIRECTIONS**

› **INTERNATIONAL CIRCUIT:** 2.09KM

› **LAP RECORD:** 47.03 SECONDS (BRITISH F3 CAR, 2005)



FACT

BMW was massively fast in the third sector – good traction out of hairpin, and very high top speed

	PEAK G	PEAK SPEED KPH	LAP TIME
AUDI RS3	1.10	182.2	1.02.6
HONDA CIVIC TYPE R	1.19	181.7	1.02.8
BMW M135i	1.10	186.4	1.02.9
VW GOLF R	1.16	175	1.03.1
MÉGANE RS TROPHY	1.16	169.3	1.04.0
AUDI S1	1.06	170.2	1.05.2
PEUGEOT 208 GTi	1.07	164.1	1.05.2
CLIO RS TROPHY	1.10	164.6	1.05.4
FORD FIESTA ST	1.05	159	1.07.1

off against each other, to work out that they do things in similar ways. The Fiesta, 208 and Clio group together, likewise the Mégane and Civic; and here, the RS3 and Golf R. And today, the Volkswagen is making the more expensive Audi feel blunt and unrewarding. This is sibling rivalry in the extreme.

Let's get one thing straight: the Golf R is tremendous. This is how a 4WD hot hatch should feel and respond. It doesn't need the ridiculous start-up pops or two-tone alloys, it just needs to deliver on the driving front. And this one really does. Like the Fiesta, engine and chassis are so harmonious; and then, when you dig deeper, you discover handling that's far more multidimensional than you imagined. It's at the sophisticated end of things, yes, rather than the outright hardcore of the Civic and Mégane, but it'll happily go toe-to-toe with them in it. Any time.

That said, I adore the Mégane at Knockhill – it's my favourite: stellar brakes, sharp, visceral front end and genuinely challenging if you want it to be. It has superb steering, and a chassis that feeds you so much information, and feeds it to you so clearly and concisely, you never feel out of your depth. I quickly built a rapport with the Mégane – it took longer to arrive when in the Civic Type R.

The Civic is an angry car, properly cheesed off. It has a point to prove, the point being that it's the fastest. Were this a flying lap test and not skewed by the Audi's 4WD standing-start ability, victory would have been the Honda's. It's basically a competition car, and felt ultra-sharp at Knockhill – the gearshift is mega, the seats the best here, the diff the most active. For sheer driving kicks it's unbeatable, but the disappointment for me is that it's not as nicely balanced as the Mégane, doesn't have the same adjustability. It's a small thing, though, and after it – the true boy racer – all others seem tame, pedestrian.

Then there's the BMW M135i. It may be rear-wheel drive – the only one here that is – but it doesn't have the body control and steering feel to exploit that supposed benefit. Despite having a mighty engine and drive to the rear, it comes across as a GT car rather than a hot hatch, and doesn't have the naughty, sharp edge that makes the Golf so much more convincing.

It's the end of playtime. Gordon Shedden, fresh from lap-time and tyre-smoking duty, is sharing his opinions. There are cars here he doesn't like very much. The Clio Trophy's "random gear ratios" are slated, the BMW, despite its M prefix, is accused of "behaving like the QE2", and it's clear the 208 and RS3 haven't fulfilled his lofty expectations either.

Then the ones he loves. "I'm going to give you a top three list. You're going to have the Golf R, Civic and Audi S1. Or maybe the Renault Mégane."

He's right, you know. We're going to have all of those, plus the Fiesta. Britain's five best hot hatches.

It's time for the final reckoning.

Bring it on. TG





"Were this a flying lap test, victory would have been the Honda's"

Type R ready to pounce on paddleshifters with its world-class gearshift





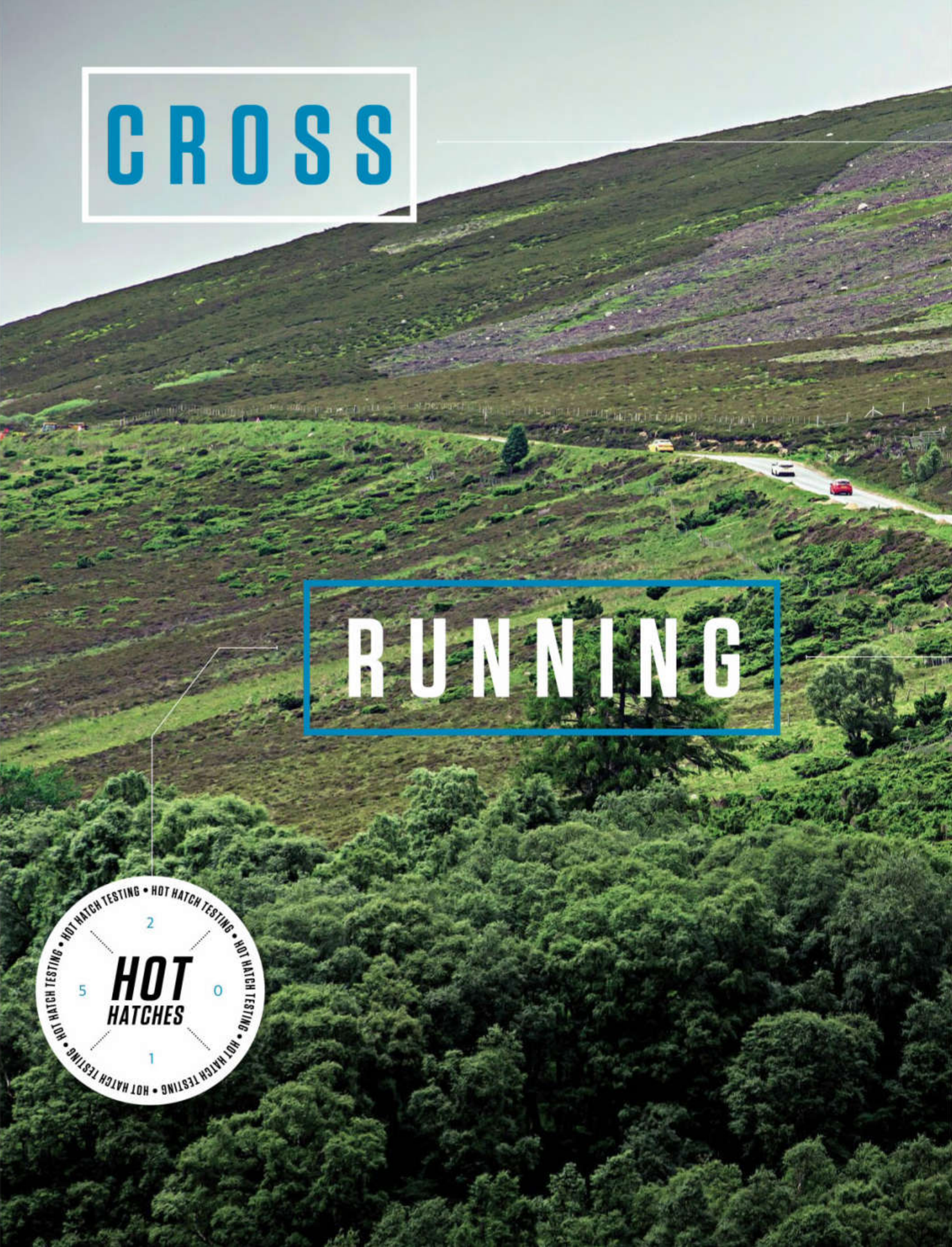


How can the geniuses behind the RS6 and R8 make a hatch so joyless?





Paintjob not a mistake, but a paid-for extra. Yes... paid-for...

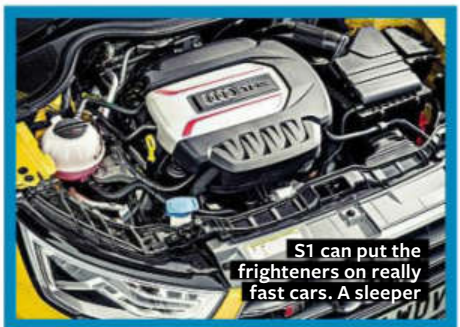

CROSS
RUNNING
HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING
2
5
0
1
HOT
HATCHES



COUNTRY

The Applecross Pass is beckoning. But two of these five cars will not be allowed to enter it. They will not be worthy, in the grand scheme of things. This is going to be really tricky. And rather shouty...

WORDS: **TOM FORD** /
PHOTOGRAPHY: **JAMIE LIPMAN**



S1 can put the frighteners on really fast cars. A sleeper









Expectations have been confounded. Admittedly, we suspected some of the members of our final five would be present, but the loss of some early favourites is still a shock. The arguments, however, have been sound, and though *TopGear* science may be a little laissez-faire, the results have been broadly unanimous, bar a few curses: Golf R, Civic Type R, Mégane Trophy, Fiesta ST, and S1.

Which means that there's a merry little band accelerating onto the M90 north. An endlessly interesting and disparate little troupe, FWD and 4WD, little, big, and all turbo; which threads up to Perth, and then hacks right and starts to exercise itself on the kind of roads hot hatches were made for. Welcome to the real world. This is where we'll get really subjective. The nit-picking will be weapons-grade.

The first few kilometres are easy. In keeping with our declaration that a decent hot hatch should be capable of dull commuting, there's not a car here that can't cope with a few kays on a freeway. The Golf and S1 are the most mature, the least invasive and most relaxing, but it's also worth noting that once you back the Civic off from full rabid mode, it has really quite excellent seats and a turbo ability to cruise along comfortably. The Fiesta is less happy, but by no means bad; just a bit more prone to sidewinds and supermini acoustics. It's only the Mégane that you actually notice is determinedly sporty, in fact. A slight nervousness to the steering, a tendency to bobble on committed suspension. The generally old-feeling cabin and multimedia probably don't help. But as we head off towards Scone and Coupar Angus, we're eminently satisfied that any of these could be your only car.

Blairgowrie next, and the Bridge of Cally, and thence to some better roads. A bare 25km later, there are a fair few furrowed brows. According to the schedule, a car must be disposed of within the first two hours of the trip. And time is running out. The problem is that every single person has jumped from their respective car happy and excited. Various people are dispatched to drive the same bit of road in different machines.

The next bit of road is properly Scottish, and one of the best routes in the UK. It's more of the A93, up past Braemar and the Bridge of Gairn and then the A939 past Candacraig and Cock Bridge. Then it's Tomintoul, and another bridge, this one the Bridge of Brown, and then towards Grantown-on-Spey. Big corners, steep hills, panoramic views. And it's been sunny. And then dousing rain. And then sunny again. Seriously, if you want a proper hell-test of a group of cars, or different tyres, I don't think I've ever done one that's been more comprehensive, or meteorologically confused. And before you know it, from the sweeping, flowing, glorious roads, it's time for us to cull our first contender from our initial group of five. Argh.



Golf can be a little boring, but at least it can change modes

This is where the first threads of temper start to fray. The problem comes because we're getting into the realms of personal preference and driving style, and without objective targets any conversation can descend pretty rapidly into the verbal equivalent of sumo. We give up on listing the good points – they all have a long list – and work from the bad bits. The Golf R can be boring. The Ford Fiesta needs more power. The Renault Mégane is too aggressive and has a grabby diff, and the Honda Civic Type R either does flat-out or numb and looks like it ram-raided a low-rent nightclub. The Audi S1 is a little unemotional, a bit po-faced on the road, despite being a manual and very, very fast.

But the Golf can change modes. The Fiesta is the kind of car where you carry speed rather than drag racing between bends. The Mégane has the sweetest steering, the best chassis balance. The Civic, on the right road, is bloody phenomenal, no matter what it looks like, and the S1 can put the frighteners on much, much faster cars, while looking like... well... like nothing in particular. It's a total sleeper. Yet the S1 isn't the one that has a particular champion. Everyone likes it. Respects it. Would be more than happy to own it. But it's also the car that simply gets mentioned the least when people get excited. For that reason, and much to our collective surprise, the Audi S1 is dropped. As we steam off west, another slight pall is cast across the radio chatter – this is harder than we ever imagined. There's a proper sense of loss as it's left behind. It's like abandoning your pet dog at the side of the road.

It's hard to stay grumpy, though. Scottish



"The S1 is a bit po-faced despite being manual and very fast"



S1 is abandoned at the roadside. Life is harsh in *TG* land



road-builders seem to have a little bit of artistry built into their soul, and when you meld that with the punch to the solar plexus that is the scenery here, you're on to a winner. We head up the A9 to Inverness, then the A835 towards Garve, before hooking onto the Achanalt road. For a while, we just drive. We get buzzed by a Chinook helicopter flying low across the loch. We run through main roads, and back roads and nothing roads. We swop cars, and think hard and marvel that the modern hot hatch is so incredibly powerful as a tool of ubiquitous use. All of them. We are, however, going to have to lose another one, and very soon, too, before we ascend the final proving ground. Nobody can decide, so we retire to local B&Bs to have a think, a pint, and a good, old-fashioned argument.

Next morning, it's the Renault Mégane Trophy that gets left at the base of the Applecross. What? The almighty Trophy? I can hear the winces of frustration. But the Mégane, sublime though it is, doesn't run the full menu when it comes to current hot-hatch brilliance. The diff's committed and squirrelly in car parks, and though it claws at the very fabric of a road when you're throwing it at a nastily tightening apex, it can be a bit much when you just want to take it easy. Plus it has the body control of a proper athlete, but on really bumpy stuff it can be knocked off line; and on the freeway it's just that little bit less refined than the competition.

In addition, the interior is properly dated now, and the relationship between the driver's control surfaces – a snappy clutch progression, loose-ish gearbox action and beautifully linear steering – don't quite marry up. Of course, find it a smooth back road to devour – the kind of roads we encountered earlier in the day – and it'll keep with anything here and beat most, but to really appreciate the Trophy, you have to be prepared to make notable compromises. And if you fancy a track day or two, then the Mégane won't disappoint. It's fairly knife-edged, on-the-day stuff this, though. But it won't be the winner, so we won't be taking it across the Applecross. A place where the bumps are many, and not your friend. A place to find the best hot hatch in the UK. TG

"We retire to local B&Bs to have a think, a pint and an argument"



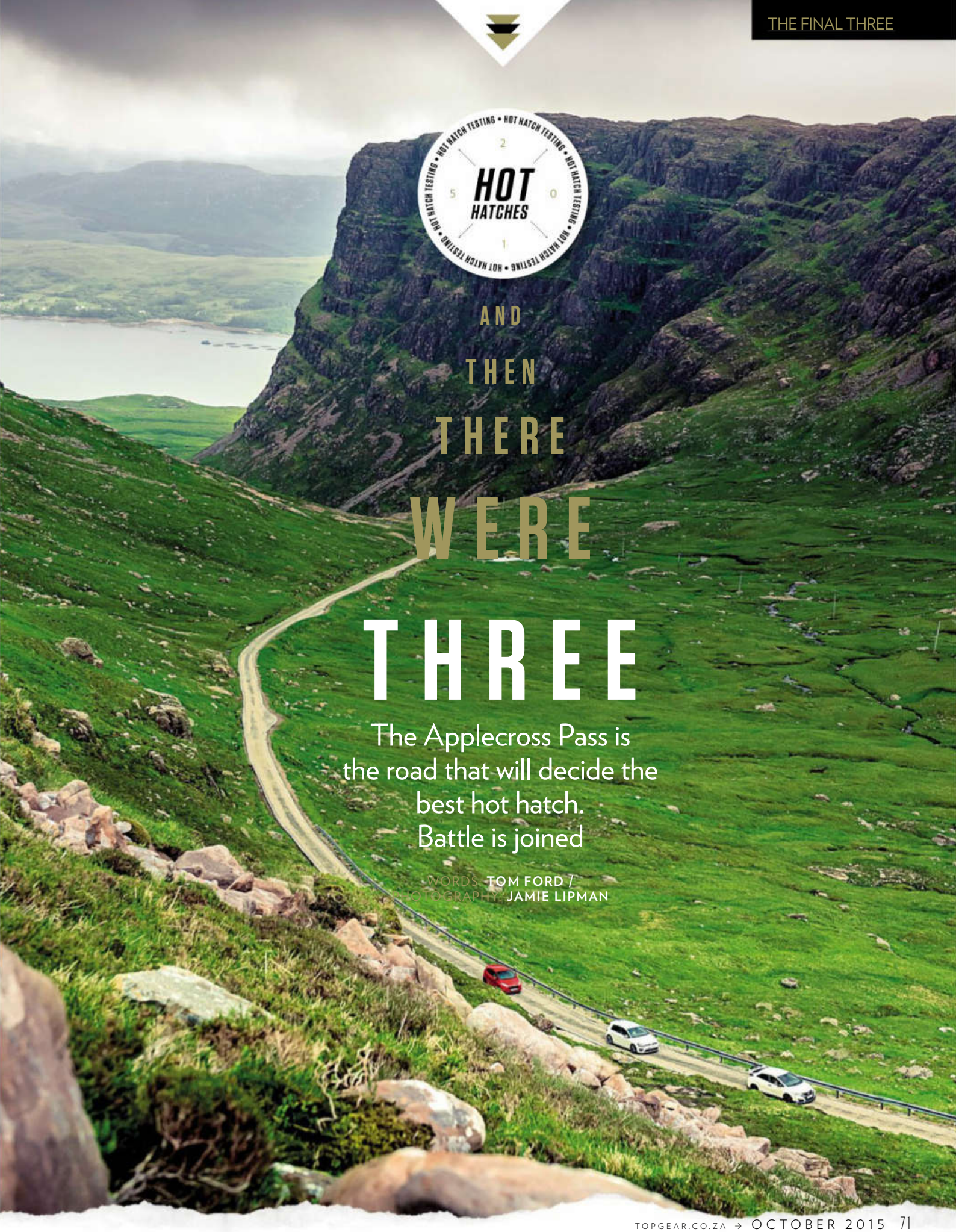
The Renault falls at the final hurdle. Controversial...




Renault interior is dated. But car can be the best to drive




Mégane: better at track days than exiting a car park



AND THEN THERE WERE THREE

The Applecross Pass is the road that will decide the best hot hatch. Battle is joined

WORDS: **TOM FORD** /
PHOTOGRAPHY: **JAMIE LIPMAN**

Nowadays, it's called the Applecross Pass, but the proper Scottish Gaelic name, the old name, is Bealach na Bà – the Pass of the Cattle. You can guess why – the little squiggle that carves through the mountains of the Applecross Peninsula in Wester Ross in the Scottish Highlands used to be a drover's road. A road that connected the outskirts of Tornapress on the eastern side to the village of Applecross on the coast, just across the water from the Isle of Raasay, itself sandwiched between the mainland and the magnificently named Isle of Skye.

It's famously not an easy place. The weather is eyeblink-changeable, generated as it is by coastal fronts and mountainous altitudes, and the road is medieval-narrow and defiantly single-track. So pinched that there are passing places every few hundred metres, and on several sections, a decently wide car will be brushing the white lines that mark the margins on both sides at once. Room for mistakes is virtually non-existent: drop a wheel off the side of the bumpy, subsiding tarmac, and you'll find either granite or fresh air. Or a nightmare combination of both.

The Applecross is, however, a proper test. A supercar would be all but useless here – there's no place to deploy huge power, no room to gather a slide. There's no space for excess, both literally and figuratively. Be too wide, or unwieldy, fearsome or uncontrolled, and you'll get three corners in, hit a decent bump and crash. Which is not to say that it's focused nature reduces its tendency towards the epic. Physically, it resembles a European mountain pass, littered with hairpins that soar to 20 per cent gradient and strangely cambered corners. It's also got the biggest ascent of any road climb in the UK, thumping skywards for 626 metres from Applecross (at sea level) to the top. When you get there, if the weather has subsided, you'll get views that set fire to your blood and make your heart hurt. Scotland. Raw.

Inevitably, the first time we ascend the Pass from the Lochcarron side, it's raining hard enough to bounce, and the cloud has settled around the top of the mountains like a dirty halo. But we are in possession of the three finest hot hatches on sale in the UK, and it's impossible not to have fun no matter the weather. It's just a bit more... challenging.

But challenges are what cars like these live for. Did you pick the top three? Honda Civic Type R, Ford Fiesta ST and VW Golf R. Three cars that demonstrate the complicated genealogy of the modern hot hatch. Different engineering solutions, sizes, characters. All of them exceptional. You'd think the Fiesta, mustering just 158kW even with the Mountune upgrade pack, would be left emasculated by the 221kW (206 for SA), AWD Golf and 228kW Honda. But here, with the environment acting as referee, levelling the playing field, the ST proves what a mighty little car it really is.

The Ford's main strengths lie in its balance and regularity of reaction. And in the fact that it just seems to revel in everything. Here on the Applecross, the ST's physically small dimensions count for much – there is room for a correction, a choice of road placement. In the Golf and Civic, you're stuck with one



Seventeen becomes three. Will become one very soon

"It's here that the Fiesta proves what a mighty car it really is"






With no room to get it wrong, you need care






Fiesta ST has 1.6L of fizzy goodness. The 158kW is enough



line – the width of the road. The Fiesta is small enough to carve itself some space. You also don't have to worry about metering the power, or wrestling the steering, and even though if you lift early the tail gives every indication of lift-off oversteer – especially when turning into a downhill hairpin – the ST never translates the feeling into anything malicious. So it teaches you about how to handle front-wheel-drive quirks without actually forcing you to have an accident first.

It's also soft enough to deal with the inadequacies of the Pass's surfacing and the big lumps that cause under-damped or over-sprung cars to falter. In fact, with both the Golf and Type R in their hardest settings, neither has the ability to progress with as much fluidity as the ST. The Civic's rear torsion bar pings around and bounces after the front end, and the Golf seems pathologically unable to keep its tyres on the floor in any meaningful way, and resorts to default – and in this case worrying – understeer. Even the Fiesta's brakes are well judged: not grabby or indistinct, great progression, lots of feel as to how hard you can push before activating the ABS. It's a package of a car – no huge highlight, and no significant chink either. The only real problem is that once you've mastered it, you might go hunting more power, more speed and possibly something a bit more risky. Or a more expensive-feeling cabin. Right now and for the price, this car is unbeatable for driving pleasure on a back road. But it's an introduction to the hot-hatch story, rather than a zeitgeisty apogee. It isn't going to win.

The result is a final face-off between the two white cars. Both boosting to around 220kW, both turbocharged four-cylinders. The Golf has Haldex gen-V all-wheel drive; the Civic, a refined front suspension more than capable of delivering what is a daft amount of power through only the front wheels. The Civic is a bit lighter; the Golf has the traction. The Honda is the easiest to dislike visually. I'm all for aggressive styling, but the Civic's arches look stuck on, and the rear wing just appears like it manages the square root of sod-all, even if it does. And yet, to drive, this car is something properly special. Quite how Honda

has managed to get 228kW to play so nicely is genius. On the smoother sections of the Applecross, the way this Civic ripped around corners without torque-steer was revelatory.

The engine may not have the VTEC step-change-scream of the old naturally aspirated 2.0, but it still charges hard at the top and gives enough mid-range thump to satisfy. It's less mid-range-boosty than the Golf, more linear, and working it through the six-speed manual is a joy. In fact, the gearbox and seats on their own are two reasons why you might fall in love with this car. If you have to live with something day-to-day, those two touchpoints are phenomenally important. It's also fast. Proper fast. With accurate steering and immense grip. It's a racy, exciting, proper hot hatch. And it made me feel a bit old-mannish for moaning about the bodykit.

The Golf is visually almost the opposite of the outré Type R. Sober-suited and purposeful, with very little to give away the potential. The interior is perfectly ergonomic, with none of the character of the Honda, but none of the foibles, either. And for a while, it just seemed a bit too genial and edgeless. Of course it's got grip. Of course it's got security, and an engine that gives you real-world thrust out of every corner, even if you've picked the wrong gear. Of course the brakes are strong and four-square and the steering accurate. But at medium pace, it also understeers a fair bit and ultimately feels a bit numb. All that stuff that makes it imperious on the commute also shears the nerves when you want to play.

So I start to fiddle with the various settings on both cars. And the Golf reacts. When you put everything into full-attack (steering, throttle, response and damping), the VW changes character. Suddenly there's proper anger. It's like the car has woken up, been goaded by the Type R into full red mist. The throttle sharpens, the engine snarls and pops and there's a definite playfulness to the way the four-wheel drive helps you around a corner. I suddenly remember just how good this car is, how much fun it can be. But it also bounces far too much. Activates its ABS on the way into corners, gets kicked around by the bumps. So I just prod the adaptive damping system down a peg or two, leave the rest in Sport and find a car that can cover ground, this ground, like nothing else.

Back in the Honda, and things have started to go less well. Once in full R mode, you can't separate the dynamic changes, so it's full hard or nothing. Which means that it's either too aggressive or too softly-softly. Quite why you can't manage modes as in the Golf is a mystery, but it's proving an important one – I want throttle and engine maps to full noise, but the suspension drives itself into the ground, and I need something more compliant here. Brake over real bumps in R mode, and the rear seems underbraked and skippy because it's not in contact with the floor – something that erodes confidence quickly. On the right bits of road it's more fun than the Golf R, but we aren't finding many of the right bits of road. The Golf is getting it right more regularly, albeit with less amusement.

Which returns us to the starting point of this adventure. Just what do we mean by 'hot hatch'? The Civic is a shouty, front-wheel-drive monster, exciting, interesting and polarising, but it doesn't pause for breath. The Golf is just as much fun in the right circumstances, but more usable, and slightly less mouthy. One last run of the Applecross Pass will decide it. Place your bets, please. TG



HONDA CIVIC TYPE R

Price: R550k-R600k (est)
Engine: 1996cc 4cyl turbo, 228kW @ 6500rpm, 400Nm @ 2500rpm
Performance: 0-100kph in 5.7sec, 269kph
Transmission: 6spd manual, FWD
Economy: 7.3l/100km, 170g/km CO_2
Weight: 1378kg

FORD FIESTA ST MOUNTUNE

Price: R276 900 (+ R12 300 Mountune kit)
Engine: 1596cc 4cyl turbo, 158kW @ 6000rpm, 320Nm @ 2750rpm
Performance: 0-100kph in 6.4sec, 217kph
Transmission: 6spd manual, FWD
Economy: 5.9l/100km, 138g/km CO_2
Weight: 1168kg

VOLKSWAGEN GOLF R

Price: R530 000
Engine: 1984cc 4cyl turbo, 220kW @ 5500rpm, 380Nm @ 1800rpm
Performance: 0-100kph in 4.9sec, 249kph
Transmission: 6spd DSG, AWD
Economy: 6.9l/100km, 159g/km CO_2
Weight: 1495kg



Type R looks racy, but is actually very comfortable











Being picky, we'd have a manual Golf R rather than the DSG (above), but there's nothing wrong with how the 2.0-litre engine makes power. Newly turbocharged Honda motor (below left) may not be the VTEC screamer of old, but you can't moan at a very vital 228kW





ST's size means it has a choice of line; the other two don't

WORDS: TOM FORD / PHOTOGRAPHY: JAMIE LIPMAN

BALANCING ACT

HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING • HOT HATCH TESTING •
HOT HATCHES



And the winner is...

Volkswagen Golf R

The best hot hatch on sale right now is the Volkswagen Golf R. It's been a long journey, and after a week of testing including drag racing, circuit work, dreary motorway commutes, an overdose of breathtaking back roads and a final charge more suited to pace notes, wide eyes and gritted teeth, the Golf has emerged victorious.

It's not a particularly complicated set of reasons as to why. The Golf R smashes the averages and shines nova-bright in the right circumstances. The practical stuff is dispatched with imperious ease, meaning that space, ergonomics, reliability, quality and general drudge are all things the Golf excels at. It's no harder to digest than chicken soup. It's also easy on the eye, subtle yet purposeful.

But when you start to play with this extraordinary little car, it reveals a depth of talent that's hard to argue with. The 2.0-litre, 220kW turbo engine is powerful in all the right places, vocal when required, and subdued and tractable when it needs to be. We'd have a manual for perfection spec, but the DSG is one of the best for daily use. The AWD provides surety on slippy schoolruns, yet has the ability to entertain on a track. It's fast and composed and playful and engaging. Other cars excel at specifics. But not a single one of them is so comprehensive. It's not a points win. It's a knockout. And that's why this car is *TopGear* magazine's Hot Hatch of the Year. The car that matches – and surpasses – the brief. The VW Golf R. Life without compromise. The winner.



GOLF CLUBBER?

WORDS: OLLIE MARRIAGE / PHOTOGRAPHY: SIMON THOMPSON

Ford Focus RS

This or VW's Golf R? Tough choice, and one we can't pass comment on until early 2015. RS is manual only, has a Golf-beating 257kW, but recent Rand weakness means it won't be cheap.



There's no doubt the Golf R has tremendous traction, but how strong is its grip? Not on the road, but on its title. Because if there's one car that could prise its fingers off the trophy, it's the new Ford Focus RS.

It doesn't go on sale until next year, but here I am sitting in it, the engine is revving – and over in the driver's seat, Ken Block is telling me about some of the development work he's done on it. I was pretty sure the value of his name outweighed the value of his feedback, but then I learn that alongside a Sport mode, the new Focus RS has a Drift mode, and now I'm not so sure.

A chap in white overalls beckons us forward, up to the start line at the Goodwood Festival of Speed hillclimb. There's a fair amount of gratuitous popping and banging from the 2.3-litre turbocharged four-cylinder as Ken builds the revs for a rapid departure, but the noise isn't as gruff and purposeful as that churned out by the old five-cylinder RS. Still, it gets itself off the line with proper forcefulness, Ken is suitably brutal with the six-speed manual, and a just a jiffy later we're presenting at Turn 1.

I can't imagine many drivers pitch a car harder into Turn 1 than Ken Block. He sends it in with a big bung and a stab on the brakes, and then, when the rear tyres give up and smear sideways, nails the throttle. And yep, we're power oversteering.

It feels odd in a hot hatch – not quite right somehow. It's not the proper showboating, smoky stuff, but it's more than just a handful of lift-off, too. Quite 4WD-y, quite 70-per-cent-of-torque-to-the-back-axle-y. A trick you know the Golf R would have no interest in performing. And be honest – after you've scared yourself with Drift mode a couple of times at traffic circles, you'll probably leave it alone, especially when you're paying for your own tyres and insurance and you're on your home patch, where everyone knows exactly which muppet in his new Focus RS you are. Truthfully, no one actually drives like Ken Block all the time. Not even the real Ken Block.

Molecomb is Goodwood's bogey corner and has already claimed one well-known victim today when Andy Green piloted Bloodhound's Jaguar XJ straight into a hay bale. I bet he hit it very accurately. Ken is neat and quick through there. Neat and quick up past the flint wall. Neat and quick seems to suit the Focus well, too – at least as well as sliding and hooning.

There are no definitive judgements to take from this exercise (other than that Ken's car control is effortlessly confident and relaxed), but there are a few useful early impressions. It doesn't feel especially hardcore – certainly not as single-minded as the Civic, more a midway point between that and the Golf. Ken says it's agile and responsive, and I don't doubt that. It felt slightly perkier from where I was sitting than the Golf, a bit more up on its toes, but I'm not sure it looks, sounds or feels as tough as the old one. Like I said, there are no conclusions to draw here, just further piquing of interest.

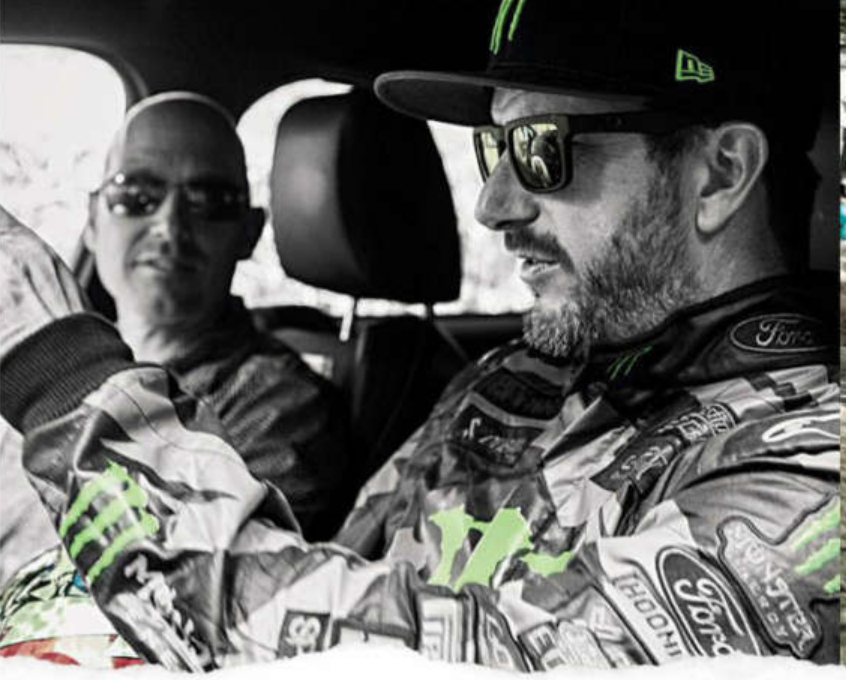
What we do now know is that the Focus RS will develop 257kW and 439Nm from its Eco-Boost engine, the latter figure capable of over-boosting to 470Nm for up to 15 seconds. Which is more acceleration than you'll ever be able to use legally in one hit. The 2.3 is shared with the Mustang but has a twin-scroll turbo with a larger compressor, plus a bigger intercooler. It redlines at 6800rpm, which is about par for the course; and as with the Civic, a traditional six-speed manual gearbox is the only choice.

"I can't imagine many drivers pitch a car harder into Turn 1 than Ken Block"

Acceleration figures have yet to be announced, but I'm willing to bet that Ford will claim a 4.7- or 4.8-second 0-100kph time. It won't be faster simply because it's a manual, and that's worth a few tenths compared with a double-clutcher. But day to day? It'll be as quick as the Golf R and Civic – certainly the Ford's engine felt responsive, punchy and picked up quickly despite the extra swept volume. Expect it'll be good for a 265kph top end too, if Ford chooses to let it have its own head. Nürburgring lap time? Doubtless one will be published, and it will be under eight minutes, as that's now the hot-hatch benchmark in the same way that hypercars have to go around in under seven. Faster than the Civic's 7:50.63? I'd be surprised, but it's all a matter of how subjectively you 'measure', isn't it?

Of course this is just the standard Focus RS we're talking about. With the Fiesta, you can have a R12k Mountune pack that gives you an extra 22kW. Why not an extra 30-odd-kW for the Focus RS? It might well need it in light of the newly updated 280+kW Merc A45 AMG and recent confirmation that VW will get the Golf R400 into production, complete with a 3.9-second sprint time and a 280kph top end.

This is all speculation, of course. And we speculate because we're excited about it. We want it to be good. Like the Type R, we want the RS to have a personality all its own, a slightly different skillset to the Golf, but with comparable abilities. But above all, above speed or grip or anything else, we want it to be immensely good fun. That's what really matters, and that's what Ford has proved, over the years, it knows how to deliver. And for that reason alone, not for Ken Block's involvement or the car's technical make-up, we have faith that the RS will reward our expectations. Roll on, 2016. Year of the really fast (AWD) Ford.





No car / hay bale interface here. Ken Block goes for it

RS up the hill

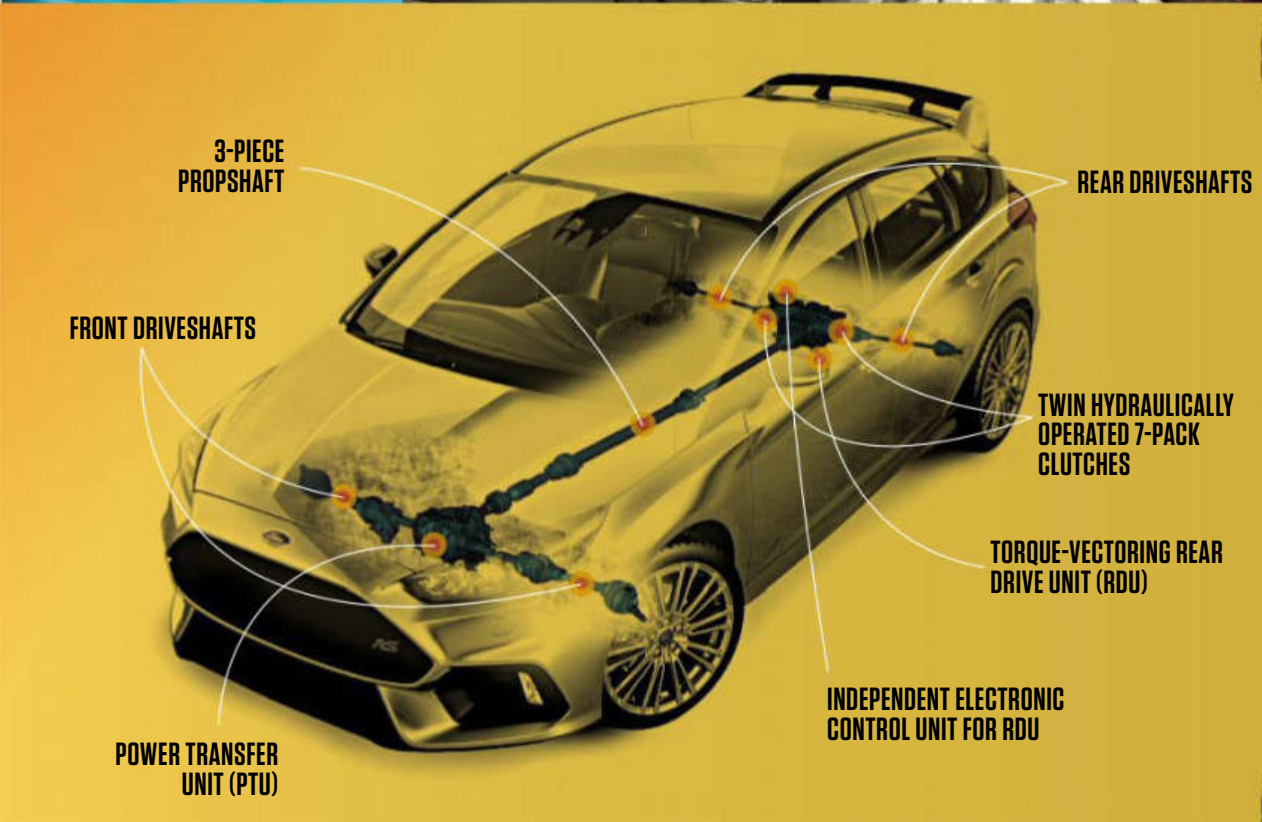
Ken Block talks Ollie Marriage through the Focus RS before a foray up the Goodwood Hill. It wasn't slow. Or straight. As Ford had promised, the Focus RS turns out to enjoy a bit of sideways action. Doesn't feel overly aggressive from the passenger seat, but there's still some final tweaking to be done before it goes on sale.











Ford goes 4x4

This is Ford's first 4WD hot hatch since the Escort Cosworth and it uses a sophisticated set-up that can not only send up to 70 per cent of torque to the rear axle, but can vector all of that to the outside back wheel when cornering via a pair of electronically controlled clutch packs. This should help to improve balance and eliminate push through the front axle. It'll also pull more than 1g in corners.

WORDS: JASON BARLOW /
PHOTOGRAPHY: LEE BRIMBLE

FASTER. LONGER. LIGHTER... MEGA!

Meet the 675LT, arguably the best McLaren road car since the F1. But there's a slight problem: even if you have a spare R6.5 million, you still can't buy one...



Rationality has haunted McLaren's v2.0 adventure since it was kickstarted in 2009. Science isn't on my mind right now, although it's undoubtedly the reason I haven't just punched a R6.5 million hole in a hedge.

No, what's on my mind equates roughly to "Waaaaaaaaahhhhhh!" Most unscientific. Why? Because the McLaren 675LT throws you down the road with such absolutely brute force it's what you imagine bungee jumping off the back of the Space Shuttle must feel like.

And 'feel' is the word. A lot of modern supercars have such high limits that it's difficult to get close to them without being superhuman or going toe to toe with the Grim Reaper. Most of us will tacitly admit that, say, a Golf R is more effective than a Koenigsegg on a tricky back road. Not as memorable, but more effective.

The 675LT would be just great, though. In fact, the biggest problem would be working out which bit of the equation is the most stimulating – the immense power, the way the car transfers it to the road, or maybe even how it loses it all in what seems like a heartbeat. The 675LT throws so much information at you it's difficult to process it in real time. One thought takes hold, though: this might be the best McLaren road car since the original F1, 22 years ago.

The official McLaren line is different, of course, but still illuminating. It says the 675LT represents a bigger jump from the 650S than that car was over the 12C. There's more. CEO Mike Flewitt sums it up thusly: "The 675LT is the closest thing there is to a McLaren P1. Alongside [that car], it's the most extreme expression yet of McLaren road car engineering." Suddenly, R6.5m doesn't seem quite so steep...

To be reductive about it, the 675LT – it stands for Long Tail, a tribute to McLaren's elongated 1997 endurance racer – is the company's answer to the Ferrari 458 Speciale, a lightweight, more powerful, track-focused limited-series car, dripping with aerodynamic know-how and aimed at the hedonist. It'll rip to 100kph in 2.9secs, 200kph in a barely believable 7.9secs, and thunder on up to 330kph. It weighs 1320kg – 100 less than the 650S – meaning a 404kW-per-tonne power-to-weight ratio.

"We had some people to beat, back in the day," McLaren Automotive's chief test driver Chris Goodwin says, pointing to the still-extraordinary-looking Nineties F1 LT behind us, "so the policy was to change a little bit of the car everywhere. The 650S is our core car, but to achieve the 675LT we changed a little bit of everything."

Quite a lot of everything, actually. A third of the car is new, and the reworking suggests that though McLaren has exorcised the ghost of over-rationality, function still prevails over form. The aero detail really is immense for a road car. The front bumper has a bigger splitter and new end plates, the underbody is new, the side skirts are reprofiled, the side air intakes are new, the rear wings are different, the rear screen is polycarbonate and the airbrake is 50 per cent bigger and more effective.

The dirty air around the front wheel arches is "cleaned" as it's channelled towards the rear of the car by the side skirts (made of carbon fibre, by the way, as is most of the LT). The second side intake funnels cooling air into the radiators; they're the same size as the ones on the 650S, but the angle has been increased from 15 to 19 degrees for greater efficiency.

The front and rear track have been widened by 20mm, to improve grip, turn-in and agility, and ride height at the front has been reduced the same amount, so it cleaves the air at a more rakish angle. This in turn gets rid of the air at the back of the car more efficiently, and makes the rear diffuser work harder. All this aero moves the centre of pressure forwards, resulting in superior downforce – 40 per cent more overall than the 650 generates. "In isolation it's all just points on a graph," admits Goodwin, "but on every corner around Silverstone, believe me, you really will feel the difference."

Not just on the circuit. After a 45-minute immersion on the roads near the track, it's difficult to think of a more focused or intense road car than this. Sure, a beardy purist might grumble about the McLaren's reliance on

IT'S ALL IN THE DETAILS

AERO FORCE

LT generates 40 per cent more downforce than 650S, which is no slouch itself. Front end gets a CF splitter, 80 per cent larger than on the regular car, and F1-style end plates. Along with a 20mm increase in front and rear track and increased rake angle, these mods sharpen turn-in and steering feel. They also benefit overall aero efficiency and cooling



LIGHTNESS OF BEING

675LT is all new from the B-pillar back. As well as using lots of carbon, its 100kg weight saving over 650S has been achieved by using lightweight engine, chassis and structural components. The windscreen is 1mm thinner, saving 3kg, and the bulkhead glass is 0.5mm thinner, saving 0.5kg. Order the carbon bits in satin not gloss, and you save another 50g...

AIR TIME

Turbulent air around the front wheel arches is 'cleaned' by the carbon side skirts as it passes along the car. LT features a new, second air intake ahead of the rear wheelarch, which feeds cooling air to the radiators, whose angle has been increased to improve efficiency. Engine is twin-turbo 3.8-litre, now producing 497kW, and half of its components are new

3.8CM LONGER

675LT

650S

BRAKING NEWS

Longtail active air brake is 50 per cent larger than standard and has been redesigned to blend more seamlessly into the new rear wings. It deploys when the car senses a demand for extra downforce, but lowers when the car is accelerating hard in a straight line. Exhaust system has a new enlarged crossover muffler. Exhaust is made of titanium, glows blue when hot

CARBON-BASED

LT obviously uses McLaren's carbon Monocell, which weighs just 75kg and is 25 per cent stiffer than the equivalent ally tub. LT gains modifed front and rear subframes in order to accommodate the wishbones and uprights that are derived from the P1's suspension. Car can also be ordered in Club Sport form, which adds a titanium roll cage weighing just 4.4kg















McLAREN 675LT

Price: R6.5 million (sold out)
Engine: 3.8-litre twin-turbocharged V8 497kW @ 7100rpm, 700Nm @ 5500-6500rpm
Performance: 0-100kph in 2.9 seconds, 330kph vmax
Economy: 11.7l/100km, 275g/km CO_2

“ITS PERFORMANCE PUTS IT IN THE SUPERCAR STRATOSPHERE, AS REAL-WORLD FAST AS THE HYBRID HYPERCARS”





Slide slip angles are pretty acute. Careful, Grasshopper, careful



The weakest component will be what occupies the bucket seats





Much carbon fibre means a weight reduction of 100kg

forced induction, and though it definitely sounds more guttural than the 650S, and crackles and pops malevolently on the overrun, it's still shy of the 458 Speciale's aural thunder (it would be interesting to measure its noise levels alongside the new 488 GTB, though). But only the most tedious die-hard could find fault with 497kW (at 7100rpm) and/or 700 torques (between 5500rpm and 6500rpm). The 3.8-litre twin-turbo now has lighter con rods and camshafts, a machined-from-solid (not cast) compressor wheel and a reprofiled titanium exhaust that's 30cm larger and a lot more tuneful, while being 1kg lighter than the standard one. In fact, half of the engine's components are new.

The result is a monumentally fast car. Almost other-worldly. The 675LT's performance puts it in the supercar stratosphere, as real-world fast as current hybrid hypercar superstars; thus the sort of thing that demands max respect from the driver, not to mention Olympian levels of self-control. You'll almost always be travelling faster than you think, so mental recalibration is in order.

Fortunately, speed is only part of the McLaren's matrix. A faster rack means the steering is sublime; the linearity of major control responses, utterly superb. The brakes are unchanged, but have perfect feel. Like the 650S, the LT uses McLaren's ProActive Chassis Control (hydraulically interconnected dampers) and Brake Steer, but Normal, Sport and Track settings have all been reworked to deliver edgier responses.

The suspension features new, lighter springs all-round, and the LT is 27 per cent stiffer at the front, 60 per cent stiffer at the rear. The uprights and wishbones are derived, says McLaren, from the P1. The 675LT also benefits from bespoke Pirelli P Zero Trofeo R rubber – 235/35 R19s at the front, 305/30 R20s at the rear – which offer six per cent more grip than the regular ones, while the forged alloys are even lighter than the P1's. The result is a car that attacks corners insatiably, relaying every morsel of information into the palms of your hands, while remaining astonishingly composed over sudden crests, surface imperfections or camber changes.

Its transmission is equally mighty. It's eye-blink fast whatever the setting, but in Track mode, with more than 5000rpm dialled up and 60 per cent throttle, McLaren's Inertia Push tech delivers what it calls an "impulse of torque" as the next gear is engaged. Shift times are just 40ms, but the key thing here is that the driver isn't left in the cold. It's like being invited into the heart of a chemical reaction, and the result is arguably the world's finest dual-clutch 'box.

Crucially, though, it's perfectly usable despite its huge performance. The 675LT has a low cowl, and the driving position is pretty much perfect. It's also relatively compact, so you're not fidgeting nervously against the white lines or hedges, or slowing to a crawl as you meet an oncoming lorry. Fast driving is all about matching speed with vision; the 675LT has an abundance of both the elements, and better manners all round than the amusing but unruly Honda Civic Type R.





Double-clutch 'box offers up shift times of just 40ms


Track work is all well and good, but you need to get it out on the road

Goodwin reckons Sport mode – the midway point in terms of damping and powertrain severity – will be most owners' default setting. "Of all the cars we make, the 675LT is probably the one with the broadest overall capability. That's why it's so important to experience it on the road, as well as the track. Getting a car to turn in beautifully is one thing; ensuring the rest of it follows properly is another."

Nothing is perfect, however, and the 675LT does have issues. The first is that it costs R6.5 million before you add niceties – a carbon exterior pack, track telemetry camera or maybe the Meridian 10-speaker audio upgrade are all optional extras. That's a mountain of money, but it brings us to the second, and insurmountable problem – that all 500 have been sold.

McLaren reckons a fair percentage of these will see regular track use, in which case their owners will need to respect this car's skyscraping potential. Sport mode gives you more latitude to play, and in Track mode and with ESC switched off, things get very interesting indeed – the slip angles are actually pretty narrow, and you need to be on the ball. The current supercar breed has such software complexity and so many algorithms so deeply integrated into the car's 'mainframe' that doing without them is an increasingly risky enterprise. Not to mention slower.

The original F1, as per Gordon Murray's uncompromising vision, was famously 'unplugged' – no ABS, no servo, no power steering, and only your right foot and reflexes for traction control. You couldn't get away with that now, but in many ways the 675LT channels some of its predecessor's singular character, raw edges included. The LT will mind its own business if you want it to, but knowing what it's capable of is arguably the biggest buzz of all. This is a brilliant, brilliant car. TG

THE HULK COMES HOME

A legacy becomes final, as AMG retires its most famous V8. We get the last drive of the unblown M156

WORDS: **LANCE BRANQUINHO** / PHOTOGRAPHY: **CHROSTOPHER LIST**

Greened out. I am; you are probably too. Green everything – it's like the vegetable dinner nightmare of your four-year-old self. There's an inexplicable and nauseating obsession with being green, when we all know the Hulk was temperamental, and the Green Goblin evil; and that the oldest parts of the world are all desert, having turned from green to sand a very long time before CO2 emissions were even understood, much less regulated.

But business remains an act of appeasement; and to prove just what a good corporate citizen Mercedes-Benz is, it's pandered to the greens in an awful way, with a very green AMG swansong to an engine that defied all this environmentalist malarkey for nearly a decade.

How green an AMG? *Really* green. Viper green, in fact. Address your eyes to the right of this page and take in its nuclear avocado-ness. A special, sad and poignant car, all in one. The 'Legacy Edition' C63, AMG's decided to christen it, and there will only ever be ten. This one is the first; and with its nine siblings, these will be the very last M156-engined cars ever produced. Most fittingly, AMG's legendary 6.3-badged 6.2-litre V8's final rolling resting place, to be preserved for generations to come, will be in Mzansi.

Why us? Because despite being AMG's most remote and troublesome market (heat, used-cooking-oil fuel quality), we're also one of its most voluminous. South Africans *love* AMGs. All of them. How much of an anomaly are we on the AMG global marketing organogram? Well, AMG has a separate online site and car configuration presence ending in .za. Australia – that other supposedly wealthy and successful southern hemisphere RHD market – doesn't. It's indicative of how much the moneyed people of our fine little Republic adore Mercedes-Benz's streetcar-racing Affalterbach subsidiary.

As such, the Legacy Edition C63 is not so much a privilege as a justifiable gesture of


DR 12 JF GP
DT 54 WS GP

















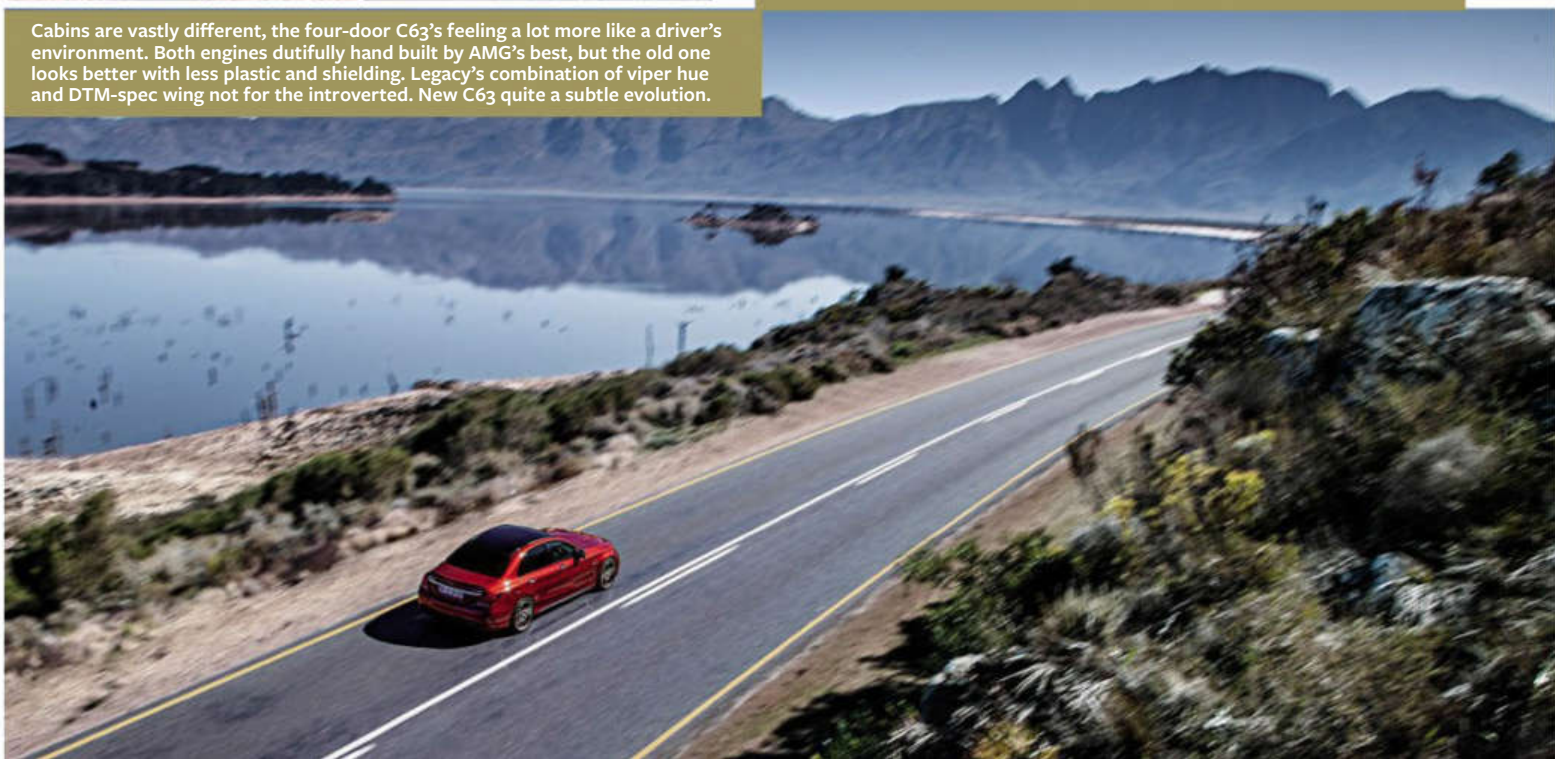








Cabins are vastly different, the four-door C63's feeling a lot more like a driver's environment. Both engines dutifully hand built by AMG's best, but the old one looks better with less plastic and shielding. Legacy's combination of viper hue and DTM-spec wing not for the introverted. New C63 quite a subtle evolution.





"WE PAIRED THE TWO C63S OVER SOME OF THE CAPE'S CHOICEST MOUNTAIN PASSES"

gratitude from AMG to its ZA customers. But layer away the marketing veneer, and it's not quite the ultimate C63 one would expect from something purporting to be the datum point for this nameplate's legacy. Troublingly, its 6.2-litre V8 is not in the rudest possible tune of health. Despite spinning low-inertia SLS internals to a peak of 373kW, the Legacy viper-green AMG is less powerful than the 380kW Black Series and DR520 C63s that have all gone before.

Allow your AMG OCD to connect to that long-buried-in-your-subconscious metric-to-imperial conversion table from high school, and you'll deduce what the Legacy Edition really is: a very unsubtle hue of 507, with a no-option fixed rear wing of STi proportions, and lime rings contrasting with the circumference of each of its black 19-inch rims. An AMG of the (very) old school.

Quite just how old-school is embarrassingly apparent when you try and go anywhere in it. Take my experience: the M156 V8 fires up with the predictable drama of a Friday-night domestic disturbance, unleaded being cooked off at irregular and penetrating intervals, dominating other sounds and resonating a few street blocks either side of it. Then the mobility issues start. I keep prodding that starboard-side column stalk to find 'Drive'. Maddeningly, nothing. A panicked glance to the centre console, and – surprise! – an actual auto shifter. In an AMG. Pull it towards 'D', and – crushing disappointment – you're still not going anywhere. Panic fills the cabin again, options are few, elementary HVAC buttons mock you with their presence. 'Parking brake, where art thou?' Like a pilot in an agonisingly real emergency drill, I even chance a glance up at the roof lining, imagining cockpit controls that aren't there.

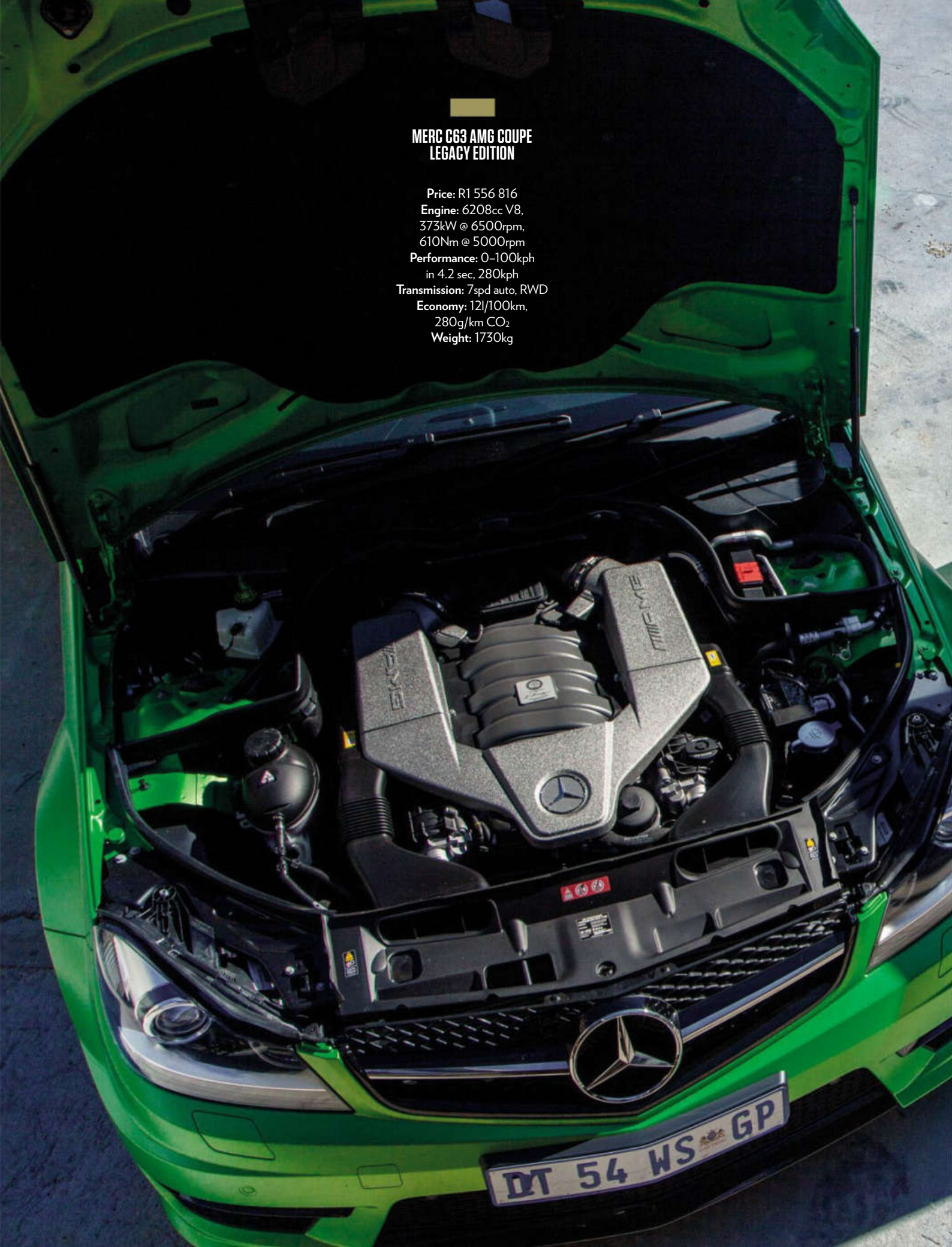
Sheer Rosberg-like sulkiness elicits a petulant stomping of my left leg. Contact! I've struck something. Affalterbach's green viper burbles off at idle. The Legacy 63 is finally mobilised by that last vestige of Mercedes-Benz's classic-car rite of passage: the foot-operated parking brake.

Ferrari's an odd thing to come to mind now. But it does; as the Legacy rumbles its cabin at idle, waiting for a set of robots to recognise its pending progress with agreeable green, I'm reminded of a quote by the fabled and megalomaniacal Italian mechanic-turned-race-team-owner, turned begrudging road-car supplier. "I don't sell cars; I sell engines. The cars I throw in for free, since something has to hold the engines." This has been the case with M156-powered AMGs too, the 6.2 V8 utterly dominating one's experience of every chassis it was lowered into – even the hallowed SLS, the car that's donated many of our Mzansi Legacy 63's engine components.

But all random thoughts are obliterated as the robot exchanges red authority for green 'go', and I liberate the celebrated linearity that is the M156 V8's power delivery. Science is suspended in animation as torque registers a more immediate influence than sound: the Legacy's 610Nm vacuums my back to the seat, before a flood of 6.2-litre V8 baritone reverberates through the coupé glasshouse, punctuated by those characteristic crackles popping aft of the B-pillar.

Trimming that right-hand paddle a few clicks amid the sustained acoustic chaos vectors an indecent gathering of kilometres per hour. All C63s share two fundamental speed-ceiling parameters that have nothing to do with engine performance: a) available road, and b) AMG's mandatory 250kph limiter. Sportingly, in our green viper's case, that limit's been extended to 280kph; and you never feel more than half a minute's extended burst of acceleration away from pointing the needle at that number.

But a legacy means nothing unless tempered by reflection; hence the presence in our Legacy experience of that red car you've noticed in all the images since page 87. The interloper is a deep red, rather new, C63 S sedan – AMG's 4-litre, twin-turbo reinterpretation of all that is revered



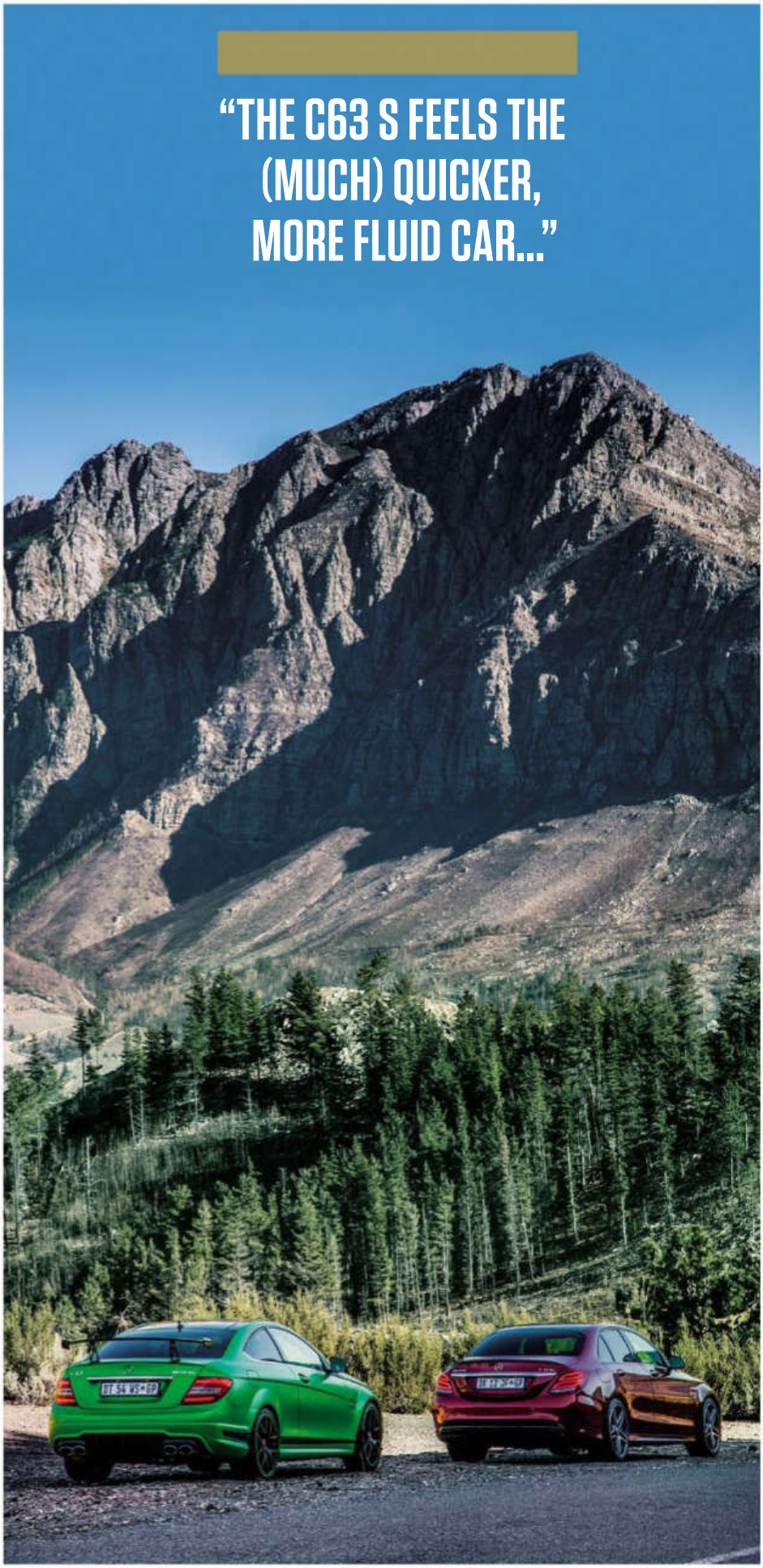
MERC C63 AMG COUPE LEGACY EDITION

Price: R1 556 816
Engine: 6208cc V8, 373kW @ 6500rpm, 610Nm @ 5000rpm
Performance: 0–100kph in 4.2 sec, 280kph
Transmission: 7spd auto, RWD
Economy: 12l/100km, 280g/km CO_2
Weight: 1730kg



MERC C63 S AMG

Price: R1 171 495
Engine: 3982cc biturbo V8, 375kW @ 5500-6250rpm, 700Nm @ 1750-4500rpm
Performance: 0–100kph in 4.0sec, 250kph
Transmission: 7spd auto, RWD
Economy: 8.4l/100km, 195g/km CO_2
Weight: 1725kg



"THE C63 S FEELS THE (MUCH) QUICKER, MORE FLUID CAR..."

about the C63 nameplate. To judge the merit of its evolution, we've paired the two C63s over some of the Cape's choicest mountain passes; the closest imitation we could find of those Swabian hills where AMG engineers toil to perfect the real-world damper rates and traction properties of their C63s, while vulcanising many, many sets of rear tyres.

Getting into the S-affixed C63 feels akin to swopping a cold-war fighter plane for a post-millennial interceptor jet: seamless infotainment, subtle-to-suicidal driver mode selections, electronic parking brake, and an almost abnormally GT-type seating position for a car with four doors. Excel spreadsheet the statistics, and there's not much difference: the C63 S is 3mm lower, 76kg lighter and only 2kW and 90 torques better off. None of which would matter, even remotely, if it sounded like a C250.

I imagine there must be victims of AMG's M177 engine-development programme – oblivious to strict German conditions of employment, and health and safety regulations – ghosting around Affalterbach without earmuffs, immune to the sound of metal being stamped and pressed, having been part of the 4-litre twin-turbo's exhaust-prototyping team. Let it be known that their sacrifice has not passed unappreciated: despite lungs 2.2 litres smaller, the M177's arguably a sound match for the Legacy V8; and crucially, better on the overrun, a hooligan's verse of staccato late-detonation-unleaded notes.

And those 90 additional Newton-metres have real-world purpose beyond drawing a Table Mountain on the torque graph PDF, giving C63 S the alarming ability to compress distances cartoonishly between corner braking points. It feels the (much) quicker, more fluid car, hosting a phenomenal turbocharged V8 engine without suffering the mechanical inadequacy of being dominated by it. In the Legacy, rounding curved asphalt (at 80% of the turbocharged newcomer's speed) flexes your forearms, tight-muscled with tension: noise, noise, noise, expletive, expletive, turn-in moment of wheel-scrubbing terror, expletive, apex missed. In the C63 S – with its adaptive dampers, lower centre of gravity, and electronically-controlled rear differential – you're in PlayStation-hero driving mode all the time, transitioning into and out of oversteer with metronomic consistency.

There's a time to come, and a time to go. After a second-gear roundabout moment of destiny in the new C63, even the most ardent 6.2-litre V8 M156 acolytes will be M177 4-litre twin-turbo disciples. The only thing AMG's old V8 does better and more quickly is drain fuel. Acceleration, tractability, power delivery and – most importantly – noise have all evolved with the new engine.

Exhaustingly accomplished, the C63 S is more AMG than Mercedes; symbolic of the new era, as Affalterbach evolves into a standalone brand and manufacturer. Why, though, are all ten Legacy Edition C63s painted green, and not funeral black? Well, it would have been unjust to end the legendary 6.2 engine series with a pseudo-black, especially one with less power than the original black (series). And more importantly, if you're South African, remember that – especially this month – our blood is green. TG


DT 54 WS GP



Macan S, 2014, 14,600 km, white, black leather, R899 000

Monochrome Black exterior package (highgloss), 75-litre fuel tank, Power steering Plus, 18-inch Macan S wheel, 18-inch collapsible spare wheel, Cruise control, Smoker package, Standard seats (driver 8-way, electric passenger 6-way mechanic), Mobile phone preparation, Balance of Drive Plan

Power: 250 kW (340 hp) • Torque: 460 Nm • 0-100 km/h in 5.2 sec

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Macan Turbo
2014, 9,500 km, agate grey, black all leather,
R1 395 000



Cayenne S
2009, 76,000 km, crystal silver metallic,
black smooth leather, R465 000



Cayenne Turbo
2007, 82,230 km, basalt black, black all leather,
R595 000



Cayenne Diesel
2011, 91,000 km, jet black metallic, black leather,
R595 000



Cayenne GTS
2013, 24,300 km, white, black leather,
R1 120 000



Cayenne Turbo S
2013, 26,300 km, white, black all leather,
R1 695 000

GARAGE

TOPGEAR'S LO



SAVING PRIVATE LION

We're all about rescuing everything that roars and's fluffy p99


p96

RENAULT MEGANÉ
Trophy fist discovers roots, then disowns them



p97

BMW 435I
Special mission, very special place


p98

MAZDA CX-5
Seconds from disaster

RENAULT MÉGANE RS 275 TROPHY

Superboss 2.0



1998cc, 4cyl petrol turbo, FWD, 201kW, 360Nm | 6M | 7.5/100km, 174g/km CO2 | 0-100kph in 6 sec, 255kph | 1345kg

R449 900 **Total km** 1453 **Driver** Lance Branquinho **Why it's here** As an alternative to those German AWD super-hatches

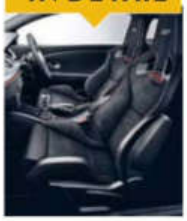
Traffic-light traders walk straight past. Car guards don't gesticulate. Truck drivers stare down from their windows in distain. Finished in anguished black, with matching midnight rims, our Trophy isn't dressed up to make friends easily.

It's an almost hostile-looking car, Renault's teardrop Mégane two-door coupé, profile made menacing, front and rear, by the requisite aero bits and a cloaked midnight finish; its sinister shadowiness only broken by some silver graphic detailing around the rear arches.

There are unquestionably other high-performance hot hatches adorned with elaborate spoilers and fenders – bigger wheels, too – but few, if any, are as ominous in appearance. French hot hatches are supposed to be charmingly cute and inoffensively odd. Not this one. Leave the Mégane Trophy parked out in the driveway over a weekend, and there's no risk of an early-morning intercom wake-up call courtesy of some ambitious door-to-door religious sect or fundraising schoolchild.

If the narrative and imagery on this page prompt a sense of déjà vu within your hot hatch frame of reference, it's intentional. We've been here before, Mzansi lovers of fast FWD hatches, with a locally homologated and uniquely South African two-door hot hatch – many years ago. You've retrieved the answer from memory already, haven't you? The Superboss.

IN DETAIL



Trophy's sombre interior matches exterior. Stictly business

Opel's SA-market special, mostly delivered to customers in black with matching five-spoke alloys, the Superboss was that seminal Darth Vader robot-to-robot race invader of the late 1980s. Like a true street fighter, it was generally unloved; disruptive, tolerated, and grudgingly respected.

Mechanically, our Mégane is superior in every possible way to the Superboss; comparing the two is akin to the chasm in experience between digital and analogue communication. The single commonality is a true limited-slip differential, mechanically activated, to manage traction. Works spectacularly, too. The Trophy's front scrubs an abundance of feedback to your fingers and palms through the helm when you're being ambitious under power pre-apex – unlike the artificial traction assistance most of its rivals achieve with their ABS-modulated torque-vectoring systems.

In a world in which, increasingly, we're taken to the driven experience by digital solutions, the Trophy's straining to remain in essence a driver's car. There are certainly issues with its billing as a hatchback: the coupé doors are a dungeon-like ingress and egress experience for rear-seat passengers, the opportunity cost of its more rigid two-door body shell compounded by those shapely Recaros spoiling the driver and the favoured front seat passenger.

The comfort of those aft of the B-pillar is of no concern, though. This Trophy's threatening presence means those lucky few who are allowed to enter should simply just be grateful. It's an indulgently selfish hot hatch. A proper French street-fighter icon. Like Zidane. Respected.

GARAGE LOGBOOK
MÉGANE RS 275 TROPHY

GOOD STUFF
▲ Looks like it means business; the kind that doesn't give money to people at traffic lights, or rides to the hitchhikers just beyond

BAD STUFF
▼ Try and keep a black car with matching wheels clean in dusty South Africa. We might just wrap it, to reduce chamois admin

KILOMETRES AND L/100KM THIS MONTH

000351 | 10.4



BMW 435i GRAN COUPÉ

Apologies, Ashley

2979cc, 6cyl petrol turbo, RWD, 225kW, 400Nm | 8A | 7.5l/100km, 174g/km CO2 | 0-100kph in 5.2sec, 250kph | 1585kg

R749 000 (R847 890 as tested) **Total km** 2337 **Driver** Braam Peens **Why it's here** Because you can try saving the planet with it

At *TopGear*, we like saving stuff. Dinosaurs, dodos, you name it – if it's green, consider it on our red list. Currently the two specimens closest to our hearts are lions, and rings (but not the wedding type).

Some background: consternation followed the execution of Cecil the lion in early July. To remind you, the majestic 13-year-old male that once roamed Zimbabwe's Hwange National Park fell prey, brutally and unnecessarily, to the microscopic-penile syndrome of an American 'recreational hunter' named Walter Palmer, who allegedly paid $50 000 to lure out and murder the innocent beast.

In response, and as a show of solidarity, *TopGear* immediately joined the WWF.

Then: rings. Specifically, the one at Nürburg in Germany. Ring is German for 'track', and the one in question is the Nordschleife; the Green Hell, the taker of lives and ruiner of Niki Lauda's face. The most challenging and dangerous track. In the world.

It may be the most hallowed 21km of tarmac in the universe, but over time its existence has been threatened by everything from mismanaged roller-coaster costs to unsustainability to the imposition of speed limits over race weekends.

Following the example of our politicians wasting money on overseas trips, a high-level visit was required; but because our budget doesn't come from perceived limitless taxpayer money, instead of flying we thought we'd drive from Cape Town to the Nürburgring in support of our favourite track, and to boot, our favourite lion. His name is Cyril; and from that you can tell he's a distant cousin of the slain Cecil, although he's not from the East Rand and doesn't wear a gold chain.

We wanted to make sure he's looked after and suitably nourished with food and shelter. On our arrival we found Cyril in SPCA-appeasing shape, if somewhat lifeless, and he's now taken up permanent residence in the warm and snuggly 435i, though we suspect the absence of sustenance may become a tad problematic.

After our 14 324km trip, the BMW's odo still reads 2337km. Amazing. Still, the 435i has now definitely exceeded its required initial 2000km run-in period. Its thirst has stabilised at 10.6l/100km, but I must add that this has been from stop-start driving only. A long-distance, constant-throttle trip (hopefully not further than Cape Town to Germany) will see that figure drop into the single digits.

Following our 'visit', it's been announced that subject to the implementation of several safety improvements at key sections, all speed limits at the Nürburgring will be lifted in 2016. Much happiness.

So that's one lion and one track saved. Not bad for a month's work. But there's only so much a man in a BMW can do; if you're a victim of the Ashley Madison hacks, well, you're still on your own.

IN DETAIL



King of Africa takes pride of place on the King of the Right Hand Lane, now sporting paid-up conservation organisation membership



You'll have to scroll all the way down to 68th on the list of fastest cars at the 'Ring before you find the first BMW. The 2010 M3 GTS laps it in 7:48

GARAGE LOGBOOK
BMW 435I

GOOD STUFF

▲ Ubiquitous ZF 8-speed gearbox smoother than smearing honey on an Ashley Madison 'massage' date

▲ Eco Pro mode useful for keeping consumption in check when full power isn't required...

BAD STUFF

▼...but performance suffers slightly, leaving gaps in traffic after tardy pullaways

▼ Frameless doors are striking, but prone to capturing finger marks

KILOMETRES AND L/100KM THIS MONTH

000834 | 10.5

MAZDA CX-5 2.2 DE AKERA AWD

Having a bash

2191cc, 4cyl turbodiesel, AWD, 129kW, 420Nm | 6A | 5.9/100km, 155g/km CO_2 | 0-100kph in 9.4sec, 204kph
1440kg | R465 400 **Total km** 3618 **Driver** Owen Willoughby **Why it's here** To prove that, sadly, life does sometimes happen

It was a dark and stormy night... well, it felt that way to me, later that evening. Actually, It was a typical rainy, wintry Cape Town evening. There I was, sitting in peak-hour traffic on my way home, listening to some middle-class issues being 'discussed' on talk radio, when – bam! What the $%^&?! No, that did *not* just happen to me! Where did he come from?!

Let me set the scene: I was turning into a space indicated to me by a courteous driver; and after thanking said driver, I proceeded – only to be smacked in the face by an overeager 'security officer' driving on the wrong side of the road. I simply couldn't, or didn't, want to believe it.

Now, if there's one thing worse than being in an accident, it's being in an accident during the evening rush home. So after the shock had subsided, I suggested we pull into the supermarket nearby parking lot to assess the damage. The visibly distressed security officer was very apologetic, and continued to explain to me why he was driving on the wrong side of the road. 'Sorry, sir – I was responding to a call, sir.'







Look, ma – no hands! Clever warning systems tells driver to keep both hands on the steering wheel

But if there's one thing even worse than being in an accident during the evening rush hour, it's... well, listen to this: mere minutes before this little fender bender, I was getting a case number from the local police station – for an earlier accident. (Which was also not my fault, by the way – I know what you're thinking right now. And no, I hadn't just walked under a ladder, no black cats had crossed my path, and I don't own a rabbit's foot. But the term 'bad luck' did nonetheless cross my mind.) Anyway, after we'd dispensed with the pleasantries, and details had been taken, we headed back to the police station, where the officer who'd assisted me earlier seemed very surprised to see me again.

The next day, I was on the phone getting quotes. With Mazda's recent split from Ford, I wasn't surprised to find only one Mazda-approved panel shop authorised to do the repairs – and this on instruction from Mazda Southern Africa (MSA) themselves. And you can add to this an average waiting period of three weeks for the necessary parts to come from Japan.

MSA have their work cut out for them to re-establish Mazda as an independent and loved brand in South Africa. But judging by their marketing and product line-up, they're on the right track. As I write this, our long-term CX-5 is being seen to; let's hope it comes back looking like new. I'm quite sure it will.

GARAGE LOGBOOK
MAZDA CX-5

GOOD STUFF
▲ That 2.2 litre turbodiesel engine with two-stage turbocharger makes for sportier performance and feel

BAD STUFF
▼ The navigation info bar on the top screen, informing me of the road I'm approaching rather than the road I'm on. More of an irritation, really

KILOMETRES AND L/100KM THIS MONTH
0 0 1 4 4 6 | 9.4



2.0 BI-TDI HIGHLINE AUTO 4X2

Playing chicken

1968cc, 4cyl biturbo diesel, RWD, 132kW, 420Nm | 8A | 8.2l/100km, 216g/km CO2 | 0-100kph in 10.6 sec, 180kph | 1896kg

R462 200 **Total km** 9789 **Driver** Lance Branquinho **Why it's here** To see if a Touareg transmission works in a two-wheel drive bakkie

Ever since a bow-hunting dentist downed a lion of now-notable celebrity (also see page 97), lions have supplanted their horned big-five brethren as the pressing conservation issue of 2015.

If you're a Joburg-domiciled rugby supporter, the welfare of (the) Lions has been a concern for quite a bit longer – in all probability, your entire life. Those are professional lions, though – paid way too much, some would argue, and quite able to look after themselves. We're more troubled by the well-being of struggling lions. Hungry ones, especially.

So, when we happened upon two forlorn hungry lions, walking about aimlessly in the 'burbs, we did what any caring environmentalist would have: we stopped and asked if they needed a lift to somewhere with potential sustenance – the mall.

You'd imagine ravenous lions in an alien urban environment would be exceedingly dangerous, and poised to maul any other mammalian. You'd be wrong. Very.

"Sure, thanks – can we get in the back?" they asked in excellent Linglish (yes, that's lion/English). Fortunately we were in our trusty double-cab long-termer from VW, the Amarok. Some elementary Animal Planet arithmetic: 2 x male lions, at 200kg a piece, equals 400kg. Hungry ones, probably two-thirds of that. The Amarok – despite being a 4x2 double-cab, and so not the last word in frontline big-game-transporting logistics – is rated for a hefty 1042kg payload; say, seven or eight hungry lions. Our leonine companions would prove no strain on the VW's mechanicals.

When you're hauling hungry lions, probably suffering from stomach cramps, then agitating them with an antiquated slush-box jerking in and out of gears (like most rival double-cabs) is hardly ideal. But I couldn't even feel their weight on the back, with ZF's eight-speed auto converting its 20Nm peak torque benefit – 420Nm, instead of the six-speed manual's 400 – into graceful propulsion. The Amarok is an impressive medley of bits; yet even among them, this auto transmission is splendid – embarrassingly superior to any other double-cab self-shifter.

So by the time we arrived at the mall, our newfound *Panthera leo* friends were already feeling a touch better. They disembarked, commented on the Amarok's spacious 'bak', and vouched to spread the word: that despite its very tasty-looking rear chrome bumper, no eating of VW double-cabs would be attempted by any of their kind; a brand-recognition favour in return for our kindness in giving them a lift.

As they loped off to the nearest fast-food outlet, I felt a sense of African pride. I never asked if they'd known Cecil, though. Even the hungriest hungry lions' sensibilities have their limits.

IN DETAIL



Just look at the poor things, straight out of Kruger, all skinny and undernourished. Off to the mall, then

GARAGE LOGBOOK
VW AMAROK

GOOD STUFF
▲ Bakkie-worthy hauling ability, car-like driveability: a total utility-vehicle win. Keeps reminding us why it's the thinking South African's double-cab.

BAD STUFF
▼ Boldly proportioned bumpers look great to humans, but are allegedly quite tasty to lions. Remember this on that self-drive game-viewing experience.

KILOMETRES AND L/100KM THIS MONTH

0 0 1 4 3 0 0 1 | 9.4

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TURN OVER →

HOW IT WORKS

AUDI

TopGear on Audi:

1 haus styling influence makes its cars appear a touch generic but the cabins are flawless. R8 symbolic of Ingolstadt's ascendance.

A1/S1

Essentially a really posh Polo, Audi's A1 wears the Emperor's New Clothes. Either way it's good, but R250k+ good? 2



4	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3-door 1.0T	265000	70	160	10.9	186	4.2	97	6/10
3-door 1.0T auto	282500	70	160	10.9	186	4.4	102	5/10
3-door 1.4T	298500	92	200	8.8	204	4.9	115	6/10
3-door 1.4T auto	316000	92	200	8.8	204	4.9	112	6/10
3-door 1.8T	382500	141	250	6.8	234	5.6	129	6/10
Sportback 1.0T	272500	70	160	11.1	186	4.2	97	6/10
Sportback 1.0T auto	290000	70	160	11.1	186	4.4	102	6/10
Sportback 1.4T	306000	92	200	8.9	204	5.1	118	6/10
Sportback 1.4T auto	323500	92	200	8.9	204	4.9	112	6/10
Sportback 1.8T	390000	141	250	6.9	234	5.6	129	7/10
S1 3-door quattro	452500	170	370	5.8	250	7.0	162	8/10
S1 Sportback quattro	460000	170	370	5.9	250	7.1	166	8/10

5

EURO NCAP: ●●●●● L: 395cm W: 174cm H: 141cm
Boot: 70/920 litres Fuel Tank: 45 litres 6

1. **TG SPEAKS** — Our verdict on the brand
2. **SOME WORDS...** — ...about the car. These may or may not find favour with you
3. **FUEL ECONOMY** — Less is, um, more. same applies to 0-100kph, too
4. **MODEL CHOICE** — You won't find every car here, just the ones that count
5. **CRASH TESTING** — You want five stars here. y'know, safety matters
6. **BOOT VOLUME** — Two numbers here? That's for seats up & down

NEW THIS MONTH

Jaguar XE p110



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
S	915 692	250	450	5.1	250	8.1	194	6/10

Lexus RC p112



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
350 F-Sport	730 900	233	378	6.3	230	9.4	217	6/10

ABARTH

TopGear on Abarth:

Oddly Austrian in origin the original hot hatch brand was conveniently forgotten by Fiat in favour of Alfa Romeo. Not anymore.

595

Comparatively senseless. But when a car's this pretty, light and engaging, you just want one.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
595 turismo	324 900	118	230	7.4	210	6.5	155	7/10
595 turismo auto	340 900	118	230	7.6	210	6.5	151	7/10
595C turismo	364 900	118	230	7.4	210	6.5	155	6/10
595C turismo auto	380 900	118	230	7.6	210	6.5	151	6/10

Euro NCAP: ●●●●● L: 355cm, W: 163cm, H: 149cm.
Boot: 185 litres Fuel Tank: 35 litres

ALFA ROMEO

TopGear on Alfa Romeo:

Gorgeous styling cloaks average mechanical bits. Petrolhead credentials invalidated if you haven't owned one once. 4C rather special.

MiTo

Alfa's 'small' car is actually quite big. Except on the inside. Yes, it's the Mini all over again, albeit better to look at and worse to drive.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4TBi Distinctive	304 400	100	206	8.4	207	5.6	129	5/10
1.4TBi Quadrifoglio Verde	325 900	125	250	7.5	219	6.0	139	5/10

Euro NCAP: ●●●●● L: 406cm W: 172cm H: 144cm
Boot: 270/950 litres Fuel Tank: 45 litres

Giulietta

More flawed yet tempting stuff from Fiat's Taste the Difference range. It's no Golf, which is why you want it, and also why you don't.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4TBi Distinctive	355 400	125	250	7.8	218	5.8	134	6/10
1.4TBi Exclusive	388 900	125	250	7.7	218	5.2	121	7/10
1750TBi Quadrifoglio Verde	432 900	177	340	6.0	244	7.0	162	7/10

Euro NCAP: ●●●●● L: 435cm W: 180cm H: 146cm
Boot: 350/1045 litres Fuel Tank: 60 litres

4C

Achingly gorgeous, ultimately flawed, lightweight sports car. An Alfa then.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé	1 070 000	177	350	4.5	258	6.8	157	8/10

Euro NCAP: n/a L: 399cm W: 186cm H: 118cm
Boot: 110 litres Fuel Tank: 40 litres

ASTON MARTIN

TopGear on Aston Martin:

James Bond's car company defines the term cool Britannia. An achingly beautiful range of cars which all look quite similar.

Vantage

The car that took on the 911. And lost. But hey, it's an Aston, which means your handmade brogues versus the Porsche's R1000/pair takkies.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
V8 Vantage	POA	313	470	4.9	290	13.8	321	7/10
V8 Vantage auto	POA	313	470	4.9	290	12.9	299	7/10
V8 Vantage N430	POA	321	490	4.8	305	13.8	321	7/10
V8 Vantage N430 auto	POA	321	490	4.8	305	12.9	299	7/10
V8 Vantage roadster	POA	313	470	5.1	290	13.8	321	7/10
V8 Vantage roadster auto	POA	313	470	5.1	290	12.9	299	7/10
V8 Vantage roadster N430	POA	321	490	5.0	305	13.8	321	7/10
V8 Vantage roadster N430 auto	POA	321	490	5.0	305	12.9	299	7/10
V8 Vantage S	POA	321	490	4.5	305	13.8	321	7/10
V8 Vantage S auto	POA	321	490	4.5	305	12.8	296	8/10
V8 Vantage S roadster	POA	321	490	4.5	305	13.8	321	7/10
V8 Vantage S roadster auto	POA	321	490	4.5	305	12.8	296	7/10
V12 Vantage S	POA	421	620	3.9	330	14.7	343	8/10
V12 Vantage S roadster	POA	421	620	4.0	323	14.7	343	8/10

EURO NCAP: n/a L: 438cm W: 187cm H: 126cm
Boot: 300 litres Fuel Tank: 80 litres

DB9

Actually a blend of DB9 and now-defunct Virage. Not without charm, but, really Aston, it's time for new ideas.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé	POA	380	620	4.6	295	14.3	333	6/10
coupé Carbon Edition	POA	380	620	4.6	295	14.3	333	6/10
Volante	POA	380	620	4.6	295	14.3	333	6/10
Volante Carbon Edition	POA	380	620	4.6	295	14.3	333	6/10
coupé GT	POA	403	620	4.5	295	14.3	333	6/10
Volante GT	POA	403	620	4.5	295	14.3	333	6/10

EURO NCAP: n/a L: 472cm W: 188cm H: 128cm
Boot: 152/184 litres Fuel Tank: 80 litres

Rapide

Aston has ensured the latest Rapide is, err, rapid-er by giving it the engine from the latest Vanquish. Better than ever.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Rapide S	POA	410	620	4.9	306	14.3	332	8/10

EURO NCAP: n/a L: 502cm W: 193cm H: 135cm
Boot: 317/886 litres Fuel Tank: 90 litres

Vanquish

Overhauled DBS is another evolutionary step from Aston and is likely to struggle to broaden the customer base.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé	POA	424	630	3.8	324	12.8	298	7/10
coupé Carbon Edition	POA	424	630	3.8	324	12.8	298	7/10
Volante	POA	424	630	4.0	317	12.8	298	8/10
Volante Carbon Edition	POA	424	630	4.0	317	12.8	298	8/10

EURO NCAP: n/a L: 472cm W: 190cm H: 129cm
Boot: n/a Fuel Tank: 78 litres

AUDI

TopGear on Audi:

Bauhaus styling influence makes its cars appear a touch generic but the cabins are flawless. R8 symbolic of Ingolstadt's ascendance.

A1/S1

Essentially a really posh Polo, Audi's A1 wears the Emperor's New Clothes. Either way it's good, but R250k+ good?



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3-door 1.0T	265 000	70	160	10.9	186	4.2	97	6/10
3-door 1.0T auto	282 500	70	160	10.9	186	4.4	102	5/10
3-door 1.4T	298 500	92	200	8.8	204	4.9	115	6/10
3-door 1.4T auto	316 000	92	200	8.8	204	4.9	112	6/10
3-door 1.8T	382 500	141	250	6.8	234	5.6	129	6/10
Sportback 1.0T	272 500	70	160	11.1	186	4.2	97	6/10
Sportback 1.0T auto	290 000	70	160	11.1	186	4.4	102	6/10
Sportback 1.4T	306 000	92	200	8.9	204	5.1	118	6/10
Sportback 1.4T auto	323 500	92	200	8.9	204	4.9	112	6/10
Sportback 1.8T	390 000	141	250	6.9	234	5.6	129	7/10
S1 3 door quattro	452 500	170	370	5.8	250	7.0	162	8/10
S1 Sportback quattro	460 000	170	370	5.9	250	7.1	166	8/10

EURO NCAP: ●●●●● L: 395cm W: 174cm H: 141cm
Boot: 270/920 litres Fuel Tank: 45 litres

A3/S3

New A3 is here. Old looks, but new bits underneath. Now more polished than ever.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3-door 1.2T S	326 000	77	175	10.3	193	4.9	114	6/10
3-door 1.4T S	334 000	90	200	9.3	203	5.2	120	7/10
3-door 1.4T S auto	351 000	90	200	9.2	203	4.9	114	7/10
3-door 1.6TDI S	368 500	77	250	10.7	195	3.9	102	7/10
3-door 1.8T SE	371 500	132	250	7.1	232	5.8	135	6/10
3-door 1.8T SE auto	388 500	132	250	7.2	232	5.6	130	6/10
3-door 1.8T quattro	427 500	132	280	6.7	228	6.6	152	7/10
Sportback 1.2T S	333 500	77	175	10.5	193	4.9	114	6/10
Sportback 1.4T S	341 500	90	200	9.5	203	5.3	123	6/10
Sportback 1.4T S auto	358 500	90	200	9.3	203	5.0	116	7/10
Sportback 1.6TDI S	376 000	77	250	10.9	195	3.9	102	6/10
Sportback 1.8T SE	379 000	132	250	7.2	232	5.8	135	6/10
Sportback 1.8T SE auto	396 000	132	250	7.3	232	5.6	130	6/10
Sportback 2.0TDI SE	413 000	110	320	8.4	213	4.5	119	7/10
Sportback 1.8T quattro	435 000	132	280	6.8	228	6.6	152	7/10
sedan 1.4T SE	369 500	92	200	9.4	212	5.3	122	6/10
sedan 1.4T SE auto	386 500	90	200	9.3	211	5.0	116	6/10
sedan 1.8T SE	389 000	132	250	7.2	242	5.8	135	6/10
sedan 1.8T SE auto	406 000	132	250	7.3	235	5.6	129	6/10
sedan 2.0TDI SE auto	423 000	110	320	8.4	219	4.5	118	7/10
sedan 1.8T quattro	445 000	132	280	6.8	235	6.5	149	7/10
cabriolet 1.4T S	444 000	92	200	10.2	211	5.3	124	6/10
cabriolet 1.4T S auto	461 000	92	200	10.2	211	5.1	119	6/10
cabriolet 1.8T SE	474 000	132	250	7.7	242	6.0	140	7/10
cabriolet 1.8T SE auto	491 000	132	250	7.8	242	5.8	133	7/10
S3 3-door quattro	524 000	206	380	4.9	250	7.0	162	7/10
S3 3-door quattro auto	541 000	206	380	5.0	250	6.9	159	7/10
S3 Sportback quattro	548 500	206	380	5.1	250	6.9	160	7/10
S3 sedan quattro	558 500	206	380	5.0	250	6.9	159	7/10
S3 cabriolet quattro	641 500	206	380	5.4	250	7.1	165	n/d

EURO NCAP: ●●●●● L: 424/431/446cm W: 178/179cm H: 142cm
Boot: 365-1100/380-1220/425-880 litres Fuel Tank: 50/55/60 litres

Q3/RS Q3

This is the car Audi says rivals the Range Rover Evoque. Oh dear. A high-rise Golf with an inferiority complex.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4T S	402 500	110	250	9.2	204	5.5	133	6/10
1.4T S auto	419 500	110	250	8.9	204	5.8	138	6/10
2.0T quattro auto	499 000	132	320	7.6	217	6.5	150	6/10
2.0TDI quattro auto	515 000	135	380	8.2	212	5.3	139	6/10
RS Q3 quattro	769 500	228	420	5.2	250	8.8	206	7/10

EURO NCAP: ●●●●● L: 439cm W: 183cm H: 159cm
Boot: 460/1 365 litres Fuel Tank: 64 litres

A4/S4/RS4

Competence is overrated. And here's the proof. Yep, the has all the quality and image you crave, but it's a bit... cold.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.8T 88kW S	371 500	88	230	10.5	208	6.5	151	4/10
1.8T S	398 000	125	320	8.1	230	5.7	134	6/10
1.8T S auto	415 000	125	320	8.3	225	5.8	134	5/10
1.8T SE	413 000	125	320	8.1	230	5.7	134	6/10
1.8T SE auto	430 000	125	320	8.3	225	5.8	134	5/10
1.8T SE Sport Edition Plus	421 250	125	320	8.1	230	5.7	134	5/10
1.8T SE Sport Edition Plus auto	438 250	125	320	8.3	225	5.8	134	5/10
2.0TDIe S	404 500	105	320	9.2	216	4.5	119	6/10
2.0TDI S	423 500	130	380	7.9	222	4.8	127	5/10
2.0TDI SE	421 500	130	380	8.2	230	4.6	120	6/10
2.0TDI SE auto	438 500	130	380	7.9	222	4.8	127	5/10
2.0TDI SE Sport Edition Plus	429 750	130	380	8.2	230	4.6	120	5/10
2.0TDI SE Sport Edition Plus auto	446 750	130	380	7.9	222	4.8	127	5/10
2.0T SE	473 000	165	350	6.8	250	5.9	138	6/10
2.0T quattro	553 000	165	350	6.4	245	6.6	152	6/10
3.0TDI quattro	603 500	180	500	5.9	250	5.7	149	6/10
3.0T quattro	605 000	200	400	5.4	250	7.5	174	6/10
allroad quattro 2.0T	525 000	165	350	6.7	234	7.0	164	7/10
allroad quattro 2.0TDI	530 500	130	380	8.1	210	6.0	156	7/10
S4 quattro	744 500	245	440	5.1	250	7.7	178	7/10
S4 Avant quattro	761 500	245	440	5.1	250	7.8	180	7/10
RS4 Avant quattro	1 039 000	331	430	4.7	250	10.7	249	8/10

EURO NCAP: ●●●●● L: 470/472cm W: 183cm H: 141/144cm Boot: 480/962/1430 litres Fuel Tank: 61/63 litres

Q5/SQ5

Audi's 'small' SUV is only small because the Q7 is the size of sub-Saharan Africa. It's small inside though, if that helps. Which it doesn't.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0T S quattro	559 000	132	320	8.5	210	7.5	174	4/10
2.0TDI S quattro	565 000	130	380	9.0	204	5.9	154	5/10
2.0TDI S quattro auto	582 000	130	380	9.0	200	6.0	159	5/10
2.0T SE quattro	636 000	165	350	7.1	222	7.9	184	4/10
3.0T SE quattro	722 500	200	400	5.9	234	8.5	199	5/10
3.0TDI SE quattro	742 000	180	580	6.5	225	6.4	169	5/10



SQ5 TDI quattro	867 000	230	650	5.1	250	6.8	179	6/10

EURO NCAP: ●●●●● L: 463cm W: 188cm H: 165cm
Boot: 540/1560 litres Fuel Tank: 75 litres

TT



It won't chase away the old stereotypes, but the all-new TT is a big step forward, interior is genuinely cool.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé 2.0T	558 000	169	370	6.0	250	6.3	148	8/10
coupé 2.0T quattro	642 000	169	370	5.3	250	6.4	151	8/10
TTS coupé 2.0T quattro	700 500	228	380	4.6	250	6.7	155	8/10

EURO NCAP: n/a L: 418cm W: 183cm H: 135cm
Boot: 305-712 litres Fuel Tank: 50/55 litres (quattro)

A5 / S5 / RS5



An artful lesson in understatement, Audi's A5 Coupé does desirable without the flash. Engines to suit most budgets and the RS5 to suit us.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Sportback 1.8T SE	473 000	125	320	8.2	230	5.8	136	5/10
Sportback 1.8T SE auto	490 000	125	320	8.4	220	5.9	136	5/10
Sportback 2.0TDI SE	518 000	130	380	7.9	225	4.8	127	6/10
Sportback 2.0T SE	544 500	165	350	7.0	250	5.9	138	6/10
Sportback 2.0T quattro	568 500	165	350	6.5	245	6.6	152	6/10
Sportback 3.0TDI quattro	672 500	180	500	6.2	250	5.8	152	7/10
Sportback 3.0T quattro	675 000	200	400	6.0	250	7.7	178	7/10
coupé 1.8T SE	483 000	125	320	7.9	230	5.7	134	5/10
coupé 1.8T SE auto	500 000	125	320	8.2	228	5.8	134	5/10
coupé 2.0TDI SE	521 000	130	380	7.8	225	4.7	123	6/10
coupé 2.0T SE	548 000	165	350	6.8	250	5.9	138	6/10
coupé 2.0T quattro	571 500	165	350	6.4	250	6.6	152	6/10
coupé 3.0TDI quattro	674 000	180	500	6.2	250	5.8	152	6/10
coupé 3.0T quattro	676 000	200	400	5.8	250	7.5	174	7/10
cabriolet 1.8T SE	543 000	125	320	8.7	222	6.2	143	5/10
cabriolet 1.8T SE auto	560 000	125	320	8.9	213	6.2	143	5/10
cabriolet 2.0TDI SE	594 000	130	380	8.3	220	5.0	132	5/10
cabriolet 2.0T SE	620 500	165	350	7.4	245	6.3	148	5/10
cabriolet 2.0T quattro	645 000	165	350	7.2	240	6.9	159	5/10
cabriolet 3.0TDI quattro	749 500	180	500	6.3	250	5.8	152	5/10
cabriolet 3.0T quattro	751 500	200	400	6.3	250	7.8	181	6/10
S5 Sportback quattro	791 500	245	440	5.1	250	7.7	179	6/10
S5 coupé quattro	791 000	245	440	4.9	250	7.7	178	7/10
S5 cabriolet quattro	868 500	245	440	5.4	250	7.9	184	5/10
RS5 coupé quattro	1029 500	331	430	4.5	250	10.5	246	7/10
RS5 cabriolet quattro	1110 000	331	430	4.9	250	10.7	249	7/10

EURO NCAP: n/a L: 463/471cm W: 186cm H: 137/139cm
Boot: 455/829 (480/980 Sportback) litres Fuel Tank: 65 litres

A6 / S6 / RS6



Ingolstadt's compact limo receives the full nip and tuck with even more tech than ever before. Still a bit dull.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.8T	601 000	140	320	7.9	233	5.7	133	6/10
3.0TDI	689 000	160	400	7.1	244	4.7	122	6/10
S6 quattro	1054 500	331	550	4.4	250	9.2	214	7/10
RS6 Avant quattro	TBA	412	700	3.9	250	9.6	223	8/10

EURO NCAP: n/a L: 491cm W: 187cm H: 146cm
Boot: 535 litres Fuel Tank: 65 litres

A7 / S7 / RS7 Sportback



Audi's niche-busting continues. The A7 is basically an A8 hatch, so it drives safely, has nice engines and interior, and a slightly more practical boot.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.0TDI quattro	943 500	200	580	5.7	250	5.2	136	7/10
3.0TDI BiT quattro	1040 000	235	650	5.2	250	6.1	162	7/10
S7 quattro	1176 500	331	550	4.6	250	9.3	215	7/10
RS7 quattro	1596 000	412	700	3.9	305	9.5	221	8/10

EURO NCAP: n/a L: 497cm W: 192cm H: 142cm
Boot: 535/1390 litres Fuel Tank: 65 litres

Q7



A car that addresses all the problems of our socio-economic and environmental malaise by ignoring them outright. The Q7 is a bad idea, brilliantly executed.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.0TDI quattro	855 500	180	550	7.8	216	7.4	195	6/10
3.0T quattro	900 000	245	440	6.9	245	10.7	249	5/10
4.2TDI quattro	1055 000	250	760	6.4	240	9.9	242	5/10

EURO NCAP: ●●●●● L: 509cm W: 198cm H: 173cm
Boot: 775/2035 litres Fuel Tank: 100 litres

A8 / S8



Will the A8 ever escape the S-Class's shadow? Probably not, but then on this evidence, it doesn't deserve to.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
A8 3.0TDI quattro	1182 000	190	580	5.9	250	5.9	155	8/10
A8 L 3.0TDI quattro	1349 500	190	580	6.1	250	6.0	158	8/10
4.2TDI quattro	1514 000	283	850	4.7	250	7.4	194	8/10
A8 L 4.2TDI quattro	1684 000	283	850	4.9	250	7.5	197	8/10
S8 quattro	1544 500	382	650	4.2	250	10.2	237	8/10
A8 L 6.3 W12 quattro	2048 500	368	625	4.7	250	12.4	290	7/10

EURO NCAP: n/a L: 514/527cm W: 195cm H: 146cm
Boot: 510 litres Fuel Tank: 90 litres

R8



Still effortlessly easy to drive, albeit not better than a 911 anymore. Have a V8, it's better than the V10. Promise.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
4.2 quattro	1655 000	316	430	4.3	300	12.4	289	9/10
4.2 Spyder quattro	1824 500	316	430	4.5	300	12.6	294	9/10
5.2 V10 quattro	2206 000	386	530	3.6	314	13.1	305	9/10
5.2 V10 Spyder quattro	2375 000	386	530	3.8	311	13.3	310	9/10
5.2 V10 plus quattro	2510 500	404	540	3.5	317	12.9	299	9/10

EURO NCAP: n/a L: 443cm W: 190cm H: 124cm
Boot: 100 litres Fuel Tank: 90 litres

BENTLEY

TopGear on Bentley:
VW's British luxury division is the choice of nouveau riche types. Unfortunately. Impeccably built but not the last word in good taste.

Continental



The definitive posh VW until Bugatti spoiled the party, the Continental, in coupé and convertible guises, is a masterclass in cod-British style.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
GT V8	3 950 000	373	660	4.8	303	10.5	246	8/10
GT V8 convertible	4 270 000	373	660	5.0	301	10.9	254	8/10
GT V8 S	4 320 000	389	680	4.5	309	10.5	246	8/10
GT V8 S convertible	4 630 000	389	680	4.7	308	10.9	254	8/10
GT W12	4 420 000	434	720	4.5	318	14.1	327	7/10
GT W12 convertible	4 730 000	434	720	4.7	314	14.2	330	7/10
GT Speed W12	5 088 000	467	820	4.2	331	14.5	338	7/10
GT Speed W12 convertible	5 400 000	467	820	4.4	327	14.9	347	7/10

EURO NCAP: n/a L: 480cm W: 192cm H: 140cm
Boot: 358 litres Fuel Tank: 90 litres

Flying Spur



It's the four-door saloon version of the W12 Continental GT. That's it really.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
V8	4 270 000	373	660	5.2	295	10.9	254	7/10
W12	4 833 000	460	800	4.6	320	14.7	343	7/10

EURO NCAP: n/a L: 530cm W: 192cm H: 149cm
Boot: 475 litres Fuel Tank: 90 litres

Mulsanne



The replacement for the Arnage, and every bit as opulent and brilliant. If you can ignore the looks (who OK'd those headlights?) this is brilliant.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Mulsanne	7 262 000	377	1020	5.3	296	16.9	393	7/10
Mulsanne Speed	7 950 000	395	1100	4.9	305	14.6	342	8/10

EURO NCAP: n/a L: 557cm W: 193cm H: 153cm
Boot: 443 litres Fuel Tank: 96 litres

BMW

TopGear on BMW:
A car company run by engineers prioritising drivers, not passengers. Has branched into making the best electric cars too, incidentally.

1 Series



Perhaps the pick of the premium hatches right now, the 1 Series thrashes the opposition for driving. M135i is a bargainous gem.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
118i 3-door	342 000	100	220	8.5	210	5.0	116	5/10
118i 3-door auto	360 900	100	220	8.7	210	4.8	112	5/10
120i 3-door	364 642	130	250	7.4	225	5.8	136	6/10
120i 3-door auto	383 234	130	250	7.2	222	5.7	133	6/10
125i 3-door	437 488	160	310	6.4	245	6.6	154	7/10
125i 3-door auto	457 973	160	310	6.2	243	6.3	148	7/10
118i 5-door	351 000	100	220	8.5	210	5.0	116	5/10
118i 5-door auto	369 900	100	220	8.7	210	4.8	112	5/10
120i 5-door	374 142	130	250	7.4	225	5.8	136	6/10
120i 5-door auto	392 734	130	250	7.2	222	5.7	133	6/10
120d 5-door	410 500	140	380	7.1	228	4.1	108	7/10
120d 5-door auto	429 400	140	380	7.0	228	3.9	103	7/10
125i 5-door	446 488	160	310	6.4	245	6.6	154	7/10
125i 5-door auto	466 973	160	310	6.2	243	6.3	148	7/10
M135i 3-door	540 477	240	450	5.1	250	8.0	188	8/10
M135i 3-door auto	560 243	240	450	4.9	250	7.5	175	8/10
M135i 5 door	549 977	240	450	5.1	250	8.0	188	8/10
M135i 5 door auto	569 743	240	450	4.9	250	7.5	175	8/10

EURO NCAP: n/a L: 432cm W: 177cm H: 142cm
Boot: 360/1200 litres Fuel Tank: 50/52 litres

X1



What happened here? It's like a myopic pre-schooler has tried to draw an X3 with crayons. Inexplicable mock-SUV trading on its badge. Back of the class.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sDrive18i	402 656	110	200	9.7	202	7.7	180	4/10
sDrive18i auto	419 769	110	200	10.4	200	7.9	185	4/10
sDrive20i	427 309	135	270	7.4	205	6.9	162	4/10
sDrive20i auto	444 796	135	270	7.7	205	6.7	157	4/10
sDrive20d	441 923	135	380	7.8	220	4.9	129	4/10
sDrive20d auto	460 539	135	380	7.9	218	5.0	135	4/10
xDrive20i	482 746	135	270	7.8	205	7.5	176	4/10
xDrive20i auto	499 822	135	270	7.9	205	7.1	167	4/10
xDrive20d	497 565	135	380	8.1	215	5.5	145	4/10
xDrive20d auto	515 360	135	380	8.1	213	5.4	143	4/10
xDrive28i auto	554 925	180	350	6.5	240	7.2	168	4/10

EURO NCAP: ●●●●● L: 445cm W: 180cm H: 155cm
Boot: 420/1350 litres Fuel Tank: 61 litres

2 Series Active Tourer



BMW builds an MPV but stupidly still quotes a Nurburgring time for it. First FWD BMW completely misses the point.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
218i Active Tourer	380 000	100	220	9.2	205	5.1	118	7/10
218i Active Tourer auto	399 105	100	220	9.2	205	5.2	122	7/10
220i Active Tourer	405 052	141	280	7.5	230	6.0	140	7/10
220i Active Tourer auto	423 234	141	280	7.4	228	5.7	133	7/10
220d Active Tourer	430 500	140	400	7.6	227	4.5	117	7/10
220d Active Tourer auto	449 400	140	400	7.5	225	4.3	114	7/10
225i Active Tourer auto	450 847	170	350	6.6	240	5.9	138	7/10

EURO NCAP: n/a L: 434cm W: 180cm H: 156cm
Boot: 468-1510 litres Fuel Tank: 51 litres

2 Series



2-Series follows BMW's new naming strategy but is very much its own car. And a rather good one at that.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
220i coupé	413 257	135	270	7.0	235	6.1	142	7/10
220i coupé auto	431 336	135	270	7.0	230	5.7	134	7/10
220d coupé	443 500	135	380	7.2	230	4.5	119	7/10
220d coupé auto	462 400	135	380	7.1	230	4.2	111	7/10
228i coupé	452 988	180	350	5.8	250	6.6	154	7/10
228i coupé auto	471 273	180	350	5.7	250	6.3	148	7/10
220i convertible	489 783	135	270	7.5	231	6.5	152	7/10
220i convertible auto	507 862	135	270	7.6	226	6.2	144	7/10
228i convertible	529 001	180	350	6.1	250	6.8	159	7/10

The hardest part is choosing which one you want.

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228i convertible auto	547388	180	350	6.0	250	6.6	154	7/10
M235i coupé	567079	240	450	5.0	250	8.1	189	8/10
M235i coupé auto	586846	240	450	4.8	250	7.6	176	8/10
M235i convertible	651605	240	450	5.2	250	8.5	199	7/10
M235i convertible auto	671166	240	450	5.0	250	7.9	184	7/10

EURO NCAP: n/a L: 443cm W: 177cm H: 140-142cm
Boot: 390/335 litres Fuel Tank: 52 litres

3 Series / M3



Not only the benchmark small exec, but one of the best saloons of all. Many more versions are out now, and all are excellent.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
318i	409000	100	220	8.9	210	5.1	119	7/10
318i auto	427900	100	220	9.1	210	5.0	116	7/10
320i	443821	135	290	7.2	235	5.5	128	8/10
320i auto	462310	135	270	7.3	235	5.3	124	8/10
320d	472000	140	400	7.3	235	4.0	106	9/10
320d auto	490900	140	400	7.2	230	4.0	106	9/10
330i	518360	185	350	5.9	250	6.1	143	8/10
330i auto	535823	185	350	5.8	250	5.5	129	8/10
330d	596923	190	560	5.6	250	4.9	129	9/10
340i	659283	240	450	5.1	250	6.5	152	8/10
M3	1016118	317	550	4.3	250	8.8	204	8/10
M3 auto	1065992	317	550	4.1	250	8.3	194	8/10

EURO NCAP: ●●●●● L: 462/467cm W: 181/188cm H: 143cm
Boot: 480 litres Fuel Tank: 57/60 litres

3 Series Gran Turismo

320i GT	478386	135	270	7.9	230	6.6	153	6/10
320i GT auto	496465	135	270	7.9	229	6.2	145	6/10
320d GT	509423	135	380	8.0	230	4.9	129	6/10
320d GT auto	528323	135	380	7.9	226	4.9	129	6/10
328i GT	550194	180	350	6.1	250	6.7	156	6/10
328i GT auto	568375	180	350	6.1	250	6.4	149	6/10
335i GT	693951	225	400	5.4	250	7.7	178	6/10

EURO NCAP: ●●●●● L: 482cm W: 183cm H: 149cm
Boot: 520-1600 litres Fuel Tank: 57/60 litres

i3



The future is here, its electric and we love it. The rest are now playing catch up. From a long way behind.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
eDrive	532500	125	250	7.2	150	0.0	0	9/10
eDrive REx	602500	125	250	7.9	150	0.6	13	9/10

EURO NCAP: n/a L: 400cm W: 178cm H: 158cm
Boot: 260-1100 litres Fuel Tank: 9 litres (eDrive REx)

X3



Far superior to the last one, which, let's face it, wasn't tricky. Interior is plusher and it now rides comfortably.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
xDrive20i	548938	135	270	8.4	210	7.4	173	6/10
xDrive20i auto	566807	135	270	8.2	210	6.9	161	6/10
xDrive20d	578629	140	400	8.1	210	5.0	131	6/10
xDrive28i	648898	180	400	6.5	230	7.0	162	5/10
xDrive30d	733975	190	560	5.9	232	5.7	149	6/10
xDrive35i	758990	225	400	5.6	245	8.3	193	6/10

EURO NCAP: n/a L: 465cm W: 188cm H: 168cm
Boot: 550-1600 litres Fuel Tank: 67 litres

4 Series / M4



The name may have changed but the game's still the same. Smooth, genteel, refined and sport-ish.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
420i Gran Coupé	508475	135	270	7.5	236	6.4	149	8/10
420i Gran Coupé auto	526657	135	270	7.6	236	6.1	142	8/10
420d Gran Coupé	539910	135	380	7.7	236	4.7	124	8/10
420d Gran Coupé auto	558503	135	380	7.5	236	4.6	121	8/10
428i Gran Coupé	587488	180	350	6.1	250	6.6	154	7/10
428i Gran Coupé auto	605670	180	350	6.0	250	6.3	147	7/10
435i Gran Coupé	754540	225	400	5.2	250	7.5	174	n/d
420i coupé	507962	135	270	7.3	236	6.1	144	9/10
420i coupé auto	526349	135	270	7.3	236	6.0	139	9/10
420d coupé	539410	135	380	7.5	240	4.7	124	8/10
420d coupé auto	558003	135	380	7.3	232	4.6	121	8/10
428i coupé	586988	180	350	5.9	250	6.6	154	8/10
428i coupé auto	605170	180	350	5.8	250	6.3	147	8/10
435i coupé	754027	225	400	5.1	250	7.2	169	9/10
420i convertible	599001	135	270	8.2	230	6.6	154	8/10
420i convertible auto	617388	135	270	8.3	230	6.4	149	8/10
428i convertible	696501	180	350	6.4	250	6.8	159	7/10
428i convertible auto	714888	180	350	6.4	250	6.6	154	7/10
435i convertible	857746	225	400	5.5	250	7.5	176	8/10
M4 coupé	1068118	317	550	4.3	250	8.8	204	9/10
M4 coupé auto	1117992	317	550	4.1	250	8.3	194	9/10
M4 convertible	1213042	317	550	4.6	250	9.1	213	8/10
M4 convertible auto	1262916	317	550	4.4	250	8.7	203	8/10

EURO NCAP: N/A L: 462/464cm W: 181/183cm H: 143/138cm Boot: 480/445/220-370 litres Fuel Tank: 60 litres

X4



People with the hides of rhinos and a passion for obnoxiousness bought the X6, so now we have to suffer an X4. Joy.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
xDrive20i	661707	135	270	8.1	212	6.9	161	6/10
xDrive20d	664629	140	400	8.0	212	5.4	143	7/10
xDrive28i	725809	180	350	6.4	232	7.0	162	6/10
xDrive30d	811475	190	560	5.8	234	5.9	156	7/10
xDrive35i	820990	225	400	5.5	247	8.3	193	7/10

EURO NCAP: n/a L: 467cm W: 188cm H: 162cm
Boot: 500-1400 litres Fuel Tank: 67 litres

Z4



How does BMW get the Z4 wrong? It looks right, but doesn't drive right. The Boxster kicks it in the tenders.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sDrive20i	586501	135	270	6.9	235	6.8	159	5/10
sDrive20i auto	607201	135	270	7.2	232	6.8	159	5/10
sDrive28i	670001	180	350	5.7	250	6.8	159	5/10
sDrive28i auto	690701	180	350	5.7	250	6.8	159	5/10
sDrive35i	836657	225	400	5.2	250	9.4	219	5/10
sDrive35i auto	867137	225	400	5.1	250	9.1	211	5/10
sDrive35is	923337	250	500	4.8	250	9.1	211	6/10

EURO NCAP: ●●●●● L: 424cm W: 179cm H: 129cm
Boot: 180-310 litres Fuel Tank: 61 litres

5 Series / M5



Remains the best exec around thanks to cosseting cabin and ride. Big and smooth and brilliant - why do you need a 7 Series?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
520i	625449	135	270	8.0	226	6.4	139	7/10
520d	659500	140	400	7.9	233	4.1	109	7/10
528i	752257	180	350	6.3	250	6.5	142	7/10
530d	850436	190	560	6.0	250	5.3	134	8/10
535i	866527	225	400	5.9	250	7.6	169	7/10
ActiveHybrid 5	929975	250e	450e	5.9	250	6.4	149	7/10
535d	981347	230	630	5.5	250	5.4	138	8/10
550i	1118105	330	650	4.6	250	8.6	199	7/10
M5	1459491	412	680	4.3	250	9.9	232	9/10

EURO NCAP: ●●●●● L: 490cm W: 186cm H: 146cm
Boot: 520 (375 ActiveHybrid5) litres Fuel Tank: 70 litres

5 Series Gran Turismo



A 5 Series with some extra bottom. The boot is a clever hatch-or-saloon, and the rear seats recline for extra comfiness.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
520d GT	733962	135	380	8.9	215	5.5	144	5/10
530d GT	895886	190	560	6.2	246	5.8	153	5/10
535i GT	912887	225	400	6.1	250	8.2	192	5/10
550i GT	1159644	330	650	5.0	250	9.2	214	5/10

EURO NCAP: n/a L: 500cm W: 190cm H: 156cm
Boot: 440/1700 litres Fuel Tank: 70 litres

X5



The original softroader is very good on the tarmac. For a two-tonne SUV. Second only to the Range Rover for utter road domination.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
xDrive35i	912400	225	400	6.5	235	8.5	197	7/10
xDrive30d	925694	190	560	6.8	230	5.9	156	8/10
xDrive40d	1045296	230	630	5.9	236	6.0	157	8/10
xDrive50i	1157670	330	650	4.9	250	9.6	224	7/10
M50d	1215498	280	740	5.3	250	6.6	173	8/10
X5 M	1722659	423	750	4.2	250	11.1	258	7/10

EURO NCAP: n/a L: 488cm W: 194cm H: 176cm
Boot: 650/1850 litres Fuel Tank: 85 litres

X6



A more grotesque, slightly less usable iteration of the perfectly practical BMW X5. Get it if the idea of a slipperier looking SUV appeals to you.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
xDrive35i	993503	225	400	6.4	240	8.5	198	5/10
xDrive40d	1098912	230	630	5.8	240	6.2	163	6/10
xDrive50i	1220273	330	650	4.8	250	9.7	225	5/10
M50d	1385540	280	740	5.2	250	6.6	174	6/10
X6 M	1757659	423	750	4.2	250	11.1	258	7/10

EURO NCAP: n/a L: 491cm W: 199cm H: 170cm
Boot: 580-1525 litres Fuel Tank: 85 litres

6 Series / M6



Unusually, BMW launched the 6 Series as a convertible first. Also unusually, it made it a bit dull. The car is perfect in many ways, but just boring.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
640i coupé	1080335	235	450	5.3	250	7.4	172	5/10
640d coupé	1120360	230	630	5.3	250	5.4	143	6/10
650i coupé	1438105	330	650	4.6	250	8.6	199	7/10
640i Gran Coupé	1127540	235	450	5.4	250	7.5	174	8/10
640d Gran Coupé	1167668	230	630	5.4	250	5.5	146	8/10
650i Gran Coupé	1479605	330	650	4.6	250	8.6	199	7/10
640i convertible	1169246	235	450	5.5	250	7.6	176	5/10
650i convertible	1515029	330	650	4.6	250	8.9	208	8/10
M6 coupé	1690491	412	680	4.2	250	9.9	232	6/10
M6 coupé Competition	1838091	441	700	3.9	305	9.9	232	7/10
M6 Gran Coupé	1761491	412	680	4.2	250	9.9	232	6/10
M6 coupé Competition	1838091	441	700	3.9	305	9.9	232	6/10
M6 convertible	1803209	412	680	4.3	250	10.3	239	6/10
M6 convertible Competition	1950809	441	700	4.0	305	10.3	239	6/10

EURO NCAP: n/a L: 489cm W: 189cm H: 137cm
Boot: 460 litres Fuel Tank: 70 litres

7 Series



Still the driver's limousine, but that's not the point. S-class still has a better sense of occasion and of cohesion, and that's probably what matters.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
740i	1322488	240	450	5.7	250	6.6	154	6/10
730d	1346629	195	560	6.1	250	5.0	131	7/10

EURO NCAP: n/a L: 510cm W: 190cm H: 147cm
Boot: 515 litres Fuel Tank: 78 litres

i8



A supercar for spacemen. There's nothing else like it: this is a performance car that makes a Prius look like a gas-guzzler

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
eDrive coupé	1790000	266e	570e	4.4	250	2.1	49	9/10

EURO NCAP: n/a L: 469cm W: 194cm H: 129cm
Boot: 154 litres Fuel Tank: 42 litres

CHERY

TopGear on Chery:
With Chinese cars, there can be no cherry picking. Sorry.

QQ3



Like a pre-owned Daewoo Matiz, but worse.
A lot worse.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
0.8 TE	88900	38	70	20.0	138	6.8	156	2/10
0.8 TX	99900	38	70	20.0	138	6.8	156	2/10
1.1 TXE	109900	50	90	18.5	160	5.7	133	2/10

EURO NCAP: n/a L: 355cm W: 150cm H: 149cm
Boot: 190/1308 litres Fuel Tank: 35 litres



J1

Chery's attempt at originality. Laudable for a Chinese brand. Not a great car, nonetheless.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 TE	129 900	61	114	16.0	156	7.0	160	3/10

EURO NCAP: n/a L: 370cm W: 158cm H: 153cm
Boot: 324 litres Fuel Tank: 43 litres

J2

An average B-segment effort from Chery with no evidence of tracing paper in its design.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 TX	139 900	72	140	15.1	171	7.4	176	n/d

EURO NCAP: n/a L: 414cm W: 169cm H: 149cm
Boot: 270 litres Fuel Tank: 50 litres

J3

Fully loaded C-segment five-door with asthmatic 1.6 16v. No diesel for RHD markets. Huh?



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 TXE	209 900	93	160	n/a	n/a	8.3	194	3/10

EURO NCAP: n/a L: 428cm W: 179cm H: 147cm
Boot: 350 litres Fuel Tank: 57 litres

Tiggo

A RAV4 clone attempt done by the drones. Chery's best-selling model in South Africa. Baffling.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 TXE	229 900	93	160	n/a	165	8.6	201	3/10

EURO NCAP: n/a L: 429cm W: 177cm H: 171cm
Boot: 1935 litres Fuel Tank: 57 litres

CHEVROLET

TopGear on Chevrolet:

Local offerings are mostly evolved Daewoos, built in Korea. Very little bowtie DNA in evidence.

Spark Lite

One of the cheapest cars you can buy in SA, and it shows. No match for established rivals. Fugly, too.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0 LS	104 300	49	87	15.4	154	5.8	135	4/10

EURO NCAP: ●●●●● L: 364cm W: 160cm H: 152cm
Boot: 170/568 litres Fuel Tank: 35 litres

Spark

Semi-convincing alternative to the established budget city cars, but jury still out on rhino-meets-elephant looks.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Campus	123 800	60	108	13.3	164	5.4	129	5/10
1.2 L	134 100	60	108	13.3	164	5.4	129	5/10
1.2 LS	143 100	60	108	13.3	164	5.4	129	5/10
1.2 LT	156 000	60	108	13.3	164	5.4	129	5/10

EURO NCAP: ●●●●● L: 364cm W: 160cm H: 152cm
Boot: 568 litres Fuel Tank: 35 litres

Utility

Market leader gets the full Brazilian. not as good as the old one



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4	143 900	68	120	12.8	160	7.2	171	6/10
1.4 UteForce Edition	164 000	68	120	12.8	160	7.2	171	6/10
1.4 Club	170 000	68	120	12.8	160	7.2	171	6/10
1.4 Sport	193 700	68	120	12.8	160	7.2	171	6/10
1.8	163 300	77	161	9.8	185	8.1	193	6/10
1.8 UteForce Edition	169 100	77	161	9.8	185	8.1	193	6/10
1.8 Club	175 100	77	161	9.8	185	8.1	193	6/10
1.8 Sport	199 900	77	161	9.8	185	8.1	193	6/10

EURO NCAP: n/a L: 451cm W: 170cm H: 158cm
Boot: n/a litres Fuel Tank: 56 litres

Aveo

Disappointing and unimaginative, the Aveo is a poor relation to the smaller and sparkier Spark. Dig no deeper for the vastly superior Hyundai Accent.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 L	146 300	77	145	11.5	184	7.3	173	2/10
sedan 1.6 L	151 000	77	145	11.6	184	7.3	173	2/10
sedan 1.6 LS	163 500	77	145	11.6	184	7.3	173	2/10
sedan 1.6 LS auto	177 400	77	145	12.1	176	7.7	184	2/10

EURO NCAP: n/a L: 392/431cm W: 168/171cm H: 152cm
Boot: 466/653 litres Fuel Tank: 45 litres

Sonic

It's no Concorde, but at least it won't give your bank manager a coronary.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 LS	203 800	85	155	11.3	189	6.5	155	4/10
sedan 1.6 LS	208 700	85	155	11.3	183	6.4	152	4/10
sedan 1.6 LS auto	219 600	85	155	11.7	178	6.9	164	4/10
hatch 1.4T RS	238 100	103	200	9.5	197	6.6	155	6/10

EURO NCAP: n/a L: 404/440cm W: 174cm H: 152cm
Boot: 466/653 litres Fuel Tank: 46 litres

Cruze

Affordable motoring and little else. The saloon is at least an interesting proposition compared to mainstream choices. The hatch not so much.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 L	230 400	86	155	12.8	190	6.7	157	3/10
sedan 1.6 LS	247 200	86	155	12.8	190	6.7	157	3/10
sedan 1.4T LS	262 500	103	200	9.3	195	5.8	135	5/10
sedan 1.4T LS auto	272 400	103	200	10.4	204	6.8	157	6/10
hatch 1.6 LS	248 300	86	155	12.8	185	6.7	158	3/10
hatch 1.4T LS	265 200	103	200	9.3	200	5.8	135	6/10

EURO NCAP: ●●●●● L: 451/460cm W: 179cm H: 148cm
Boot: 413/450 litres Fuel Tank: 60 litres

Orlando

Chevrolet's take on the seven-seat MPV. So. It comes with seven seats, there's plenty of storage... sorry, we're nodding off.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.8 LS	301 300	104	176	12.0	185	7.2	171	4/10

EURO NCAP: n/a L: 465cm W: 184cm H: 163cm
Boot: 101/739/1594 litres Fuel Tank: 64 litres

Captiva

Facelifted car is still a cheap way into seven-seat SUV ownership, but there are far more enticing offers from other Korean brands.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 LT	366 500	123	230	10.5	190	8.8	210	5/10
2.4 LT auto	384 000	123	230	11.0	175	8.8	210	5/10
2.2D LT	398 600	135	400	n/a	n/a	7.9	209	6/10

EURO NCAP: n/a L: 468cm W: 185cm H: 175cm
Boot: 465/1577 litres Fuel Tank: 65 litres

Trailblazer

A bakkie-based SUV that does not give the mighty Toyota Fortuner a run for its money.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5D LT	439 300	120	380	11.7	180	7.4	195	6/10
2.8D LTZ auto	518 700	144	500	10.6	180	9.5	254	6/10
2.8D 4x4 LTZ	556 700	144	440	11.4	180	8.0	215	7/10
2.8D 4x4 LTZ auto	575 500	144	500	10.6	180	9.5	254	7/10

EURO NCAP: n/a L: 488cm W: 190cm H: 185cm
Boot: 830 litres Fuel Tank: 76 litres

CHRYSLER

TopGear on Chrysler:

The perennial second princess of the American big three offers a lot of spec but little else. Voyage to nowhere, really.

Grand Voyager

An improvement over its crappy predecessor, but Merc makes a Viano.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.8CRD LX	609 990	120	360	12.8	186	8.4	222	5/10
2.8CRD Limited	698 990	120	360	12.8	186	8.4	222	5/10

EURO NCAP: n/a L: 514cm W: 195cm H: 188cm
Boot: 914/2342 litres Fuel Tank: 75 litres

300C

New nose, same old theme. Hugely improved cabin materials. Proper diesel too. Tremendous value.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.6 Luxury Series	601 990	210	340	7.7	240	9.7	227	7/10
3.0CRD Luxury Series	683 990	177	550	7.4	230	7.2	191	7/10
SRT8	777 990	347	631	5.0	280	13.0	303	8/10

EURO NCAP: n/a L: 507/509cm W: 190cm H: 149cm
Boot: 481 litres Fuel Tank: 72 litres

CITROËN

TopGear on Citroën:

Returning to its quirky French roots with Cactus, Picasso and DS. Styled for the individual. Suited to the Newtown-domiciled.

C1

The first time Citroen got jiggy with Peugeot and Toyota, they created something quite cool.Now it's round two .



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
VTi 82 Feel	168 900	60	118	11.0	170	4.3	99	n/d
VTi 82 Airscape Feel	194 900	60	118	11.0	170	4.3	99	n/d

EURO NCAP: n/a L: 347cm W: 162cm H: 146cm
Boot: 196-780 litres Fuel Tank: 35 litres

DS3

A former Car of the Year and a gigantic mincing Gallic leap forward for Citroen. Not fast, but a kick up the arse for Mini.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
60kW Design	239 900	60	118	12.3	174	4.7	109	5/10
e-THP 81kW Style	279 900	81	205	10.6	190	4.5	104	6/10
88kW Style auto	294 900	88	160	10.9	190	6.6	150	6/10
Cabrio VTi 82 Design	245 900	60	118	12.5	172	4.7	109	7/10
e THP 120kW Sport	329 900	120	240	8.1	218	5.6	129	7/10

EURO NCAP: ●●●●● L: 395cm W: 172cm H: 148cm
Boot: 285/880 litres Fuel Tank: 48 litres

C4 Cactus

A breath of fresh air, as only Citroen can do. Great looking and with just enough gadgets to keep a modern family happy



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
60kW Feel	224 900	60	118	14.5	167	4.6	107	7/10
e THP 81kW Feel Feel	259 900	81	205	9.3	188	4.7	107	8/10
e THP 81kW Feel Shine	284 900	81	205	9.3	188	4.7	107	8/10

EURO NCAP: n/a L: 416cm W: 173cm H: 148-153cm
Boot: 358-1170 litres Fuel Tank: 50 litres

DS4

Oddball addition to the DS range, which is neither a hatch nor an SUV. But it drives well and looks a little like a poor man's 5 Series GT.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
VTi 120 Design	291 900	88	160	10.8	193	6.2	144	6/10
THP 160 Style	347 900	120	240	9.3	212	7.7	178	6/10
THP 200 Sport	377 900	147	275	7.9	235	6.4	149	6/10
HDi 160 Sport	375 900	120	340	8.6	212	5.1	134	7/10
HDi 160 Sport auto	390 900	120	340	9.9	208	5.7	149	7/10

EURO NCAP: ●●●●● L: 473cm W: 181cm H: 152cm
Boot: 359/1021 litres Fuel Tank: 60 litres

The hardest part is choosing which one you want.

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Audi
Vorsprung durch Technik

C4 Picasso

An unapologetically French MPV that favours an airy cabin and a bonkers disposition.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
e-HDi 85kW Seduction	325 900	85	270	13.6	189	4.0	105	5/10
e-HDi 85kW Intensive	345 900	85	270	13.6	189	4.0	105	5/10
e THP 121kW Intensive auto	369 900	121	240	9.3	200	5.6	130	5/10

EURO NCAP: n/a L: 443cm W: 183cm H: 163cm
Boot: 537-1851 litres Fuel Tank: 55 litres

C4 Aircross

Cheaper 4008 clone enters SUV segment dominated by Koreans.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0i Attraction	313 900	113	198	9.3	200	7.5	178	5/10
2.0i Comfort	337 900	113	198	9.3	200	7.5	178	5/10
2.0i Seduction	345 900	113	198	9.3	200	7.5	178	5/10
2.0i Seduction auto	360 900	113	198	10.2	190	7.6	180	5/10
HDi 115 Seduction	376 900	84	270	10.8	182	4.6	119	5/10
HDi 115 4WD Comfort	387 900	84	270	11.6	180	4.9	129	5/10
2.0i 4WD Exclusive	410 900	113	198	10.9	188	8.1	191	5/10

EURO NCAP: n/a L: 434cm W: 180cm H: 163cm
Boot: 384/1193 litres Fuel Tank: 63 litres

Dispatch Multispace

The spawn of a three-way gang-bang between Fiat (Scudo), Peugeot (Expert) and Citroën.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
HDi 160 Comfort	424 900	120	340	13.6	170	7.6	199	5/10

EURO NCAP: ●●●●● L: 514cm W: 198cm H: 194cm
Boot: 550 litres Fuel Tank: 80 litres

DS5

The most avantgarde of all the DS. Not as inspiring as the DS3, and the ride is terrible, but family cars come no cooler.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
THP 155 Style	438 900	115	240	9.7	202	7.3	169	6/10
THP 200 Sport	469 900	147	275	8.2	235	6.7	155	7/10
HDi 160 Sport	476 900	120	340	10.1	212	6.1	158	5/10

EURO NCAP: ●●●●● L: 453cm W: 198cm H: 154cm
Boot: 468 litres Fuel Tank: 60 litres

DATSUN

TopGear on Datsun:

Revered racing name scandalously reincarnated with questionable safety engineering. From India. Bad karma.

Go

Pathetic safety equipment spoils what could have been our new people's champion. Pity.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Mid	95 200	50	104	13.3	161	5.2	123	3/10
1.2 Lux	108 200	50	104	13.3	161	5.2	123	4/10

EURO NCAP: n/a L: 379cm W: 164cm H: 149cm
Boot: 265 litres Fuel Tank: 35 litres

DODGE

TopGear on Dodge:

Almost forgotten Chrysler sub-brand. Most certainly worth dodging.

Journey

Not half bad-looking, but you won't be saying that about its depreciation after two years.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 SXT	377 990	125	220	n/a	n/a	9.6	225	3/10
3.6 SXT	416 990	206	353	n/a	n/a	10.4	242	3/10
3.6 R/T	466 990	206	353	n/a	n/a	10.4	242	3/10
Crossroad 3.6	486 990	206	353	n/a	n/a	10.4	242	3/10

EURO NCAP: ●●●●● L: 489cm W: 188cm H: 169cm
Boot: 167/2296 litres Fuel Tank: 78 litres

FAW

TopGear on FAW:

Japanese compact car imitation by a Chinese company. Hatch named after notorious Nazi WW2 ballistic missile. Not clever.

V2

What do you call a photocopier machine in China? A design department. This one's Swift flavoured.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 DLX	104 995	67	120	n/a	166	6.5	155	n/d
1.3 #Like	114 995	67	120	n/a	166	6.5	155	n/d

EURO NCAP: n/a L: 376cm W: 168cm H: 153cm
Boot: 320 litres Fuel Tank: 37 litres

Sirius S80

Don't confuse it with the similarly named luxury Volvo. This is more like a Chinese Avanza. Siriusly.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 Comfort	169 995	67	120	n/a	160	7.5	177	n/d
1.5	179 995	75	140	n/a	n/a	8.1	191	n/d
1.5 Comfort	189 995	75	140	n/a	n/a	8.1	191	n/d

EURO NCAP: n/a L: 415cm W: 168cm H: 174cm
Boot: n/a litres Fuel Tank: 45 litres

FERRARI

TopGear on Ferarri:

Sickeningly kitsch theme parks don't detracted from the cars, which are phenomenal and well beyond the capability of their owners.

California T

The Ferrari that everyone thought was a Maserati now has a turbo V8. The purists will hate it, but it'll bring in buyers.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
California T	3 668 000	412	755	3.6	316	10.5	250	6/10

EURO NCAP: n/a L: 456cm W: 190cm H: 131cm
Boot: 240/340 litres Fuel Tank: 78 litres

458

The finest sports car of the past five years. Utterly mind-blowing. You should want one. Everyone should want one.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Speciale	4 977 500	445	540	3.0	325+	13.3	307	10/10
Speciale A	5 445 000	445	540	3.0	325+	13.3	307	10/10

EURO NCAP: n/a L: 453cm W: 194cm H: 121cm
Boot: 230 litres Fuel Tank: 86 litres

488

Evolved 458 that makes turbocharging that much more acceptable to the Tifosi. Trick aero. Looks ace. Latter day 288 of sorts?.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
488 GTB	TBA	492	760	3.0	330+	11.4	260	10/10
488 Spider	TBA	492	760	3.0	325+	11.4	260	9/10

EURO NCAP: n/a L: 453cm W: 194cm H: 121cm
Boot: 230 litres Fuel Tank: 86 litres

FF

A 4wd Ferrari Estate, making this the most practical 300kph family car around. Buy it for the 6.3-litre V12, not the 450-litre boot.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
FF	5 150 000	485	683	3.7	335	15.4	360	9/10

EURO NCAP: n/a L: 491cm W: 196cm H: 138cm
Boot: 450/800 litres Fuel Tank: 91 litres

F12berlinetta

The F12 is bombastic, epic and howlingly fast. The fastest Ferrari road car ever - faster even than an Enzo - nothing remotely like it.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
F12berlinetta	5 979 000	545	690	3.1	340	15.0	350	9/10

EURO NCAP: n/a L: 462cm W: 194cm H: 127cm
Boot: 320 litres Fuel Tank: 92 litres

FIAT

TopGear on Fiat:

Painless to park. Good to look at. Quintessential Italian urban transport. South Africa has a lot of parking space though. Conundrum.

Panda

It's back, it's slightly rounder and it's still entirely brilliant. Come 'ere cuddly Panda, we want to give you a hug.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Pop	152 990	51	102	14.2	164	5.2	120	8/10
1.2 Lounge	169 990	51	102	14.2	164	5.2	120	8/10

EURO NCAP: ●●●●● L: 400cm W: 169cm H: 149cm
Boot: 275/1030 litres Fuel Tank: 35 litres

500

Not quite the Sixties revival Fiat was hoping for, but the 500 is a refreshing alternative to the ubiquitous Mini. One for the wife, unless you secretly like Boyzone.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Pop	179 900	51	102	12.9	160	5.1	119	5/10
1.2 Pop auto	188 940	51	102	13.0	160	5.0	115	5/10
1.2 Lounge	195 900	51	102	12.9	160	5.1	119	5/10
1.2 Lounge auto	204 940	51	102	13.0	160	5.0	115	5/10
1.4 Lounge	224 900	74	131	10.5	182	6.1	140	6/10
1.4 Lounge auto	233 940	74	131	10.6	182	5.8	135	6/10
500S 1.4	229 900	74	131	10.5	182	6.1	140	5/10
500S 1.4 auto	238 940	74	131	10.6	182	5.8	135	5/10
500C 1.2 Pop	222 900	51	102	12.9	160	5.1	119	4/10
500C 1.2 Pop auto	231 940	51	102	13.0	160	5.0	115	5/10
500C 1.4 Lounge	266 900	74	131	10.5	182	6.1	140	6/10
500C 1.4 Lounge auto	275 940	74	131	10.6	182	5.8	135	6/10
500S Cabriolet 1.4	271 900	74	131	10.5	182	6.1	140	5/10
500S Cabriolet 1.4 auto	280 940	74	131	10.6	182	5.8	135	5/10

EURO NCAP: ●●●●● L: 355cm W: 163cm H: 149cm
Boot: 185 litres Fuel Tank: 35 litres

Qubo

Practical, funky little MPV for married-with-kids hipsters who grew up pushing wooden toys around sandpits.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4	200 990	54	118	16.2	155	6.6	152	6/10
1.3 Multijet	225 990	55	190	16.5	155	4.4	115	6/10

EURO NCAP: N/A L: 396cm W: 172cm H: 174cm
Boot: 330/2500 litres Fuel Tank: 45 litres

500L

Don't be misled by the badge and the headlights. The 500L is more Panda than 500, and bigger than you expect.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 Pop Star	259 900	70	127	12.8	178	6.2	145	5/10
1.4 Easy	259 900	70	127	12.8	178	6.2	145	5/10
1.4 Lounge	274 900	70	127	12.8	178	6.2	145	5/10
1.6 Multijet Lounge	319 900	77	320	11.3	181	4.5	117	5/10
1.4 T Jet Trekking	324 400	88	215	11.0	183	7.0	163	5/10

EURO NCAP: n/a L: 415cm W: 178cm H: 166cm
Boot: 340/1310 litres Fuel Tank: 50 litres

500X

The quest to cash in on the 500 continues. Not a bad crossover, but in South Africa most will probably prefer to go Renegade



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Pop Star	310 900	81	152	11.5	180	6.4	147	6/10
1.4T Cross	344 900	103	230	9.8	190	6.0	139	6/10
1.4T Cross auto	359 900	103	230	9.8	190	5.7	133	6/10



1.4T Cross Plus	379 900	103	230	9.8	190	6.0	139	6/10
1.4T Cross Plus auto	394 900	103	230	9.8	190	5.7	133	6/10

EURO NCAP: n/a L: 427cm W: 180cm H: 161cm
Boot: 245-910 litres Fuel Tank: 48 litres

Doblo Panorama



It's the Qubo's bigger MPV brother. If you require such a thing. We don't.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Multijet Dynamic	323 490	77	290	13.4	164	5.5	145	4/10

EURO NCAP: n/a L: 439cm W: 183cm H: 190cm
Boot: 790/3200 litres Fuel Tank: 60 litres

FORD

TopGear on Ford:
American alternative to VW, with a range of very tidily engineered cars. Ranger has become Hilux's most credible rival in, well, forever.

Figo



Indian-built old shape Fiesta used to be the class king, until the new Kia Picanto came around.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 Ambiente	148 900	62	127	13.1	169	6.6	156	6/10
1.4 Trend	159 900	62	127	13.1	169	6.6	156	6/10
1.4TDCi Ambiente	157 900	51	160	15.8	163	5.3	139	6/10

EURO NCAP: n/a L: 380cm W: 168cm H: 143cm
Boot: 284/979 litres Fuel Tank: 45 litres

Ikon



Old and ugly. Should be put out of its misery.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Ambiente	163 900	74	143	11.3	180	7.7	182	4/10

EURO NCAP: n/a L: 428cm W: 169cm H: 147cm
Boot: 630 litres Fuel Tank: 45 litres

Fiesta



Arguably the best supermini on sale. Pace setter or pacemaker, there's something for everyone here.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
5-door 1.4 Ambiente	198 900	71	128	12.2	175	5.7	130	7/10
5-door 1.4 Trend	204 900	71	128	12.2	175	5.7	130	7/10
5-door 1.0T Ambiente auto	204 900	74	170	10.8	180	4.9	114	7/10
5-door 1.0T Trend	199 900	92	170	9.4	196	4.3	99	7/10
5-door 1.0T Trend auto	215 900	74	170	10.8	180	4.9	114	7/10
5-door 1.0T Titanium	225 900	92	170	9.4	196	4.3	99	7/10
5-door 1.0T Titanium auto	235 900	74	170	10.8	180	4.9	114	7/10
5-door 1.6TDCi Ambiente	214 900	70	200	11.7	181	3.6	95	7/10
5 door 1.6TDCi Trend	221 900	70	200	11.7	181	3.6	95	7/10
3 door ST	276 900	134	290	6.9	220	5.9	138	8/10

EURO NCAP: ●●●●● L: 395cm W: 172cm H: 143cm Boot: 281 litres Fuel Tank: 40/42 litres

B-Max



Ford's Opel Meriva rival. Sliding doors and no B-pillars means easy access and brilliant packaging. Needs an auto, though.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0T Ambiente	221 900	74	170	13.2	175	5.1	119	6/10
1.0T Trend	246 900	92	170	11.2	189	4.9	114	6/10
1.0T Titanium	271 900	92	170	11.2	189	4.9	114	6/10

EURO NCAP: n/a L: 395cm W: 172cm H: 143cm Boot: 281 litres Fuel Tank: 40/42 litres

EcoSport



Ford rushes in with niche-filling B-Segment SUV. Fiesta on stilts, anyone?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Ambiente	213 900	82	138	11.6	175	6.5	154	6/10
1.0T Trend	249 900	92	170	12.7	181	5.7	131	6/10
1.0T Titanium	270 900	92	170	12.7	181	5.7	131	6/10
1.5TDCi Trend	253 900	66	205	14.5	160	4.5	125	7/10
1.5TDCi Titanium	274 900	66	205	14.5	160	4.5	125	7/10
1.5 Titanium auto	274 900	82	138	13.4	175	6.5	154	5/10

EURO NCAP: N/A L: 401cm W: 177cm H: 167cm
Boot: 705 litres Fuel Tank: 52 litres

Focus



New engines, new interior design, even a tweak to perk the handling back up. Focus is back to its best.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sedan 1.0T Ambiente	217 900	92	170	11.1	192	5.0	116	7/10
sedan 1.0T Trend	235 900	92	170	11.1	192	5.0	116	7/10
sedan 1.5T Trend	271 900	132	240	8.7	222	5.6	128	7/10
sedan 1.5T Trend auto	285 900	132	240	9.0	220	6.1	140	7/10
hatch 1.0T Ambiente	222 900	92	170	11.1	192	5.0	116	7/10
hatch 1.0T Trend	240 900	92	170	11.1	192	5.0	116	7/10
hatch 1.5T Trend	277 900	132	240	8.6	224	5.5	127	7/10
hatch 1.5T Trend auto	290 900	132	240	8.9	222	6.1	140	7/10
ST 1	381 900	184	360	6.5	248	6.8	159	8/10
ST 3	421 900	184	360	6.5	248	6.8	159	8/10

EURO NCAP: ●●●●● L: 436/453cm W: 182cm H: 148cm
Boot: 363/1148 litres Fuel Tank: 55/60 litres

Ranger



So much more bakkie than before, plus it's bigger. Gotta like the big bro F150 genes.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5	203 900	122	226	n/a	n/a	10.8	257	6/10
2.5 XL	239 900	122	226	n/a	n/a	10.8	257	6/10
2.5 Hi-Rider XL	253 900	122	226	n/a	n/a	10.8	257	6/10
2.2	218 900	88	285	n/a	n/a	9.0	237	6/10
2.2 XL	253 900	88	285	n/a	n/a	9.0	237	6/10
2.2 Hi-Rider XL	269 900	88	285	n/a	n/a	9.0	237	6/10
2.2 4x4 XL	321 900	88	285	n/a	n/a	9.6	253	6/10
2.2 Hi-Rider XLS	323 900	110	375	n/a	n/a	7.6	199	6/10
2.2 4x4 XL-Plus	352 900	110	375	n/a	n/a	8.2	215	6/10
2.2 4x4 XLS	380 900	110	375	n/a	n/a	8.2	215	6/10
3.2 Hi-Rider XLS	364 900	147	470	n/a	n/a	9.3	245	7/10
3.2 4x4 XLS	418 900	147	470	n/a	n/a	9.8	258	7/10
SuperCab								
2.5 Hi-Rider XL	277 900	122	226	n/a	n/a	10.9	259	6/10
2.2 Hi-Rider XL	319 900	110	375	n/a	n/a	7.7	202	6/10
3.2 Hi-Rider XLS	392 900	147	470	n/a	n/a	9.3	245	7/10
3.2 4x4 XLS	441 900	147	470	n/a	n/a	9.8	258	7/10
3.2 4x4 XLS auto	455 900	147	470	n/a	n/a	9.7	255	7/10
double cab								
2.5 Hi-Rider XL	308 900	122	226	n/a	n/a	10.9	259	6/10
2.2 Hi-Rider XL	328 900	110	375	n/a	n/a	7.7	202	6/10
2.2 Hi-Rider XLS	412 900	110	375	n/a	n/a	7.7	202	6/10
2.2 4x4 XL-Plus	402 900	110	375	n/a	n/a	8.3	218	6/10
2.2 4x4 XLS	468 900	110	375	n/a	n/a	8.3	218	7/10
3.2 Hi-Rider XLT	467 900	147	470	n/a	n/a	9.3	245	7/10
3.2 Hi-Rider XLT auto	481 900	147	470	n/a	n/a	9.1	239	7/10
3.2 4x4 XLT	526 900	147	470	n/a	n/a	9.8	258	7/10
3.2 4x4 XLT auto	537 900	147	470	n/a	n/a	9.7	255	7/10
3.2 Hi-Rider Wildtrak	491 900	147	470	n/a	n/a	9.3	245	7/10
3.2 Hi Rider Wildtrak auto	501 900	147	470	n/a	n/a	9.1	239	7/10
3.2 4x4 Wildtrak	558 900	147	470	n/a	n/a	9.7	255	7/10

EURO NCAP: ●●●●● for XLT / Wildtrak L: 528cm W: 185cm H: 170-185cm Boot: n/a litres Fuel Tank: 80 litres

Tourneo Connect



Compact van with credibly contemporary turbocharged engines and loads of kit. Crossover obsessed South Africans won't bother, though.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Tourneo Connect								
1.0T Ambiente	273 900	74	170	n/a	165	5.6	129	5/10
1.0T Trend	283 900	74	170	n/a	165	5.6	129	5/10
Grand Tourneo Connect								
1.6T Titanium auto	363 900	110	240	n/a	176	8.0	184	5/10
1.6TDCi Titanium	371 900	85	285	n/a	165	4.9	130	5/10

EURO NCAP: n/a L: 442/482 cm W: 184cm H: 185cm
Boot: 1029-2410/1529-2761 litres Fuel Tank: 60 litres

Kuga



The Kuga has grown up and bought some sensible clothes. Sure, it's highly pricey but so are others.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5T Ambiente	328 900	110	240	9.7	195	6.6	154	6/10
1.5T Ambiente auto	344 900	132	240	9.9	200	7.0	162	6/10
1.5T Trend	365 900	110	240	9.7	195	6.6	154	6/10
1.5T Trend auto	379 900	132	240	9.9	200	7.0	162	6/10
1.5T AWD Trend	407 900	132	240	10.1	200	7.7	179	6/10
2.0TDCi AWD Trend	433 900	132	400	10.4	200	6.2	162	6/10
2.0T AWD Titanium	448 900	177	240	7.8	212	8.8	204	6/10
2.0TDCi AWD Titanium	468 900	132	400	10.4	200	6.2	162	6/10

EURO NCAP: ●●●●● L: 452cm W: 184cm H: 175cm
Boot: 1653 litres Fuel Tank: 60 litres

Fusion



The Mondeo returns. Smooth, refined and not too American. Loads of clever kit. Well done Ford.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5T Trend	349 900	132	240	9.2	218	7.4	173	6/10
2.0T Trend	369 900	149	300	8.7	232	7.5	174	7/10
2.0T Titanium	424 900	177	340	7.9	240	8.5	187	7/10
2.0TDCi Titanium	449 900	132	400	8.6	225	5.1	124	7/10

EURO NCAP: n/a L: 487cm W: 191cm H: 147cm
Boot: 453 litres Fuel Tank: 62 litres

Tourneo Custom



It's like a posh Transit, only less panel-vanny.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2TDCi SWB Ambiente	443 900	74	310	n/a	157	6.5	172	6/10
2.2TDCi LWB Ambiente	449 900	74	310	n/a	157	6.5	172	6/10
2.2TDCi SWB Trend	464 900	92	350	n/a	157	6.5	172	6/10
2.2TDCi LWB Trend	469 900	92	350	n/a	157	6.5	172	6/10
2.2TDCi SWB Limited	510 900	114	385	n/a	157	6.5	172	6/10

EURO NCAP: ●●●●● L: 497/533cm W: 229cm H: 202cm
Boot: n/a litres Fuel Tank: 80 litres

FOTON

TopGear on Foton:
Chinese bakkies that are either awful, or no longer cheap. Make your choice. Or rather, don't.

Thunda



Great name but 68kW engine in a bakkie body is hardly going to go like thunder, is it?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2 V	139 950	76	193	n/a	n/a	n/a	n/a	2/10
2.2 CV	149 950	76	193	n/a	n/a	n/a	n/a	2/10
2.8TD CV	179 950	68	202	n/a	n/a	n/a	n/a	2/10
2.2 double cab CV	184 950	76	193	n/a	n/a	n/a	n/a	2/10
2.8TD double cab XV	205 950	68	202	n/a	n/a	n/a	n/a	2/10

EURO NCAP: n/a L: 516cm W: 175cm H: 170cm
Boot: n/a litres Fuel Tank: n/a litres

Tunland



Another great name, sounds like an industrial boy band; R370k+ for a Chinese bakkie? No.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.8 on-road Comfort	199 950	96	280	n/a	150	8.0	212	4/10
2.8 off-road Comfort	239 950	96	280	n/a	150	8.0	212	4/10
2.8 off-road Luxury	249 950	96	280	n/a	150	8.0	212	4/10
double cab								
2.8 off-road Comfort	294 950	120	360	13.5	160	8.3	219	4/10
2.8 off-road Luxury	314 950	120	360	13.5	160	8.3	219	4/10
2.8 4x4 Comfort	379 950	120	360	13.5	160	8.3	219	4/10
2.8 4x4 Luxury	399 950	120	360	13.5	160	8.3	219	4/10

EURO NCAP: n/a L: 531cm W: 188cm H: 186cm
Boot: n/a litres Fuel Tank: 75 litres

The hardest part is choosing which one you want.

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Audi
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GEELY

TopGear on Geely:

Chinese cars that don't feel at all well-built or engineered. Brakes will make you rediscover religion.

LC



Panda face styling details can't hide its unsophisticated execution. Unfathomable USB interface.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0 GC2 GS	92 990	50	88	n/a	n/a	6.2	140	3/10
1.3 GL	99 990	63	110	14.0	155	6.9	164	3/10

EURO NCAP: n/a L: 360cm W: 163cm H: 147cm
Boot: n/a litres Fuel Tank: 35 litres

LC Cross



Again, Panda face styling can't hide its unsophisticated execution. Distinguished by a spare tyre tacked on the back.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 GL	109 990	63	110	14.0	155	6.9	164	4/10
1.5 GX2 GL	112 990	75	136	n/a	n/a	7.3	169	4/10

EURO NCAP: n/a L: 360cm W: 163cm H: 147cm
Boot: n/a litres Fuel Tank: 35 litres

MK



Geely with a boot. No interesting Volvo bits. No point to it that we can deduce. Unbelievably cheap.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.5 GL	99 990	69	128	n/a	165	7.7	178	3/10
sedan 1.5 GL	104 990	69	128	n/a	165	7.7	178	3/10

EURO NCAP: n/a L: 400/434cm W: 169cm H: 144cm
Boot: n/a litres Fuel Tank: 45 litres

Emgrand 7



Geely's idea of alternative branded luxury. Like a Chinese Lexus. Sort of. Not at all...

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.8 GL Luxury	164 990	102	172	10.9	185	7.6	180	4/10
1.8 GT Executive	174 990	102	172	10.9	185	7.6	180	4/10

EURO NCAP: n/a L: 464cm W: 180cm H: 147cm
Boot: 680 litres Fuel Tank: 50 litres

GWM

TopGear on GWM:

Best of the Chinese isn't really saying much. Was stupendous value. Now comically on par with Korean and Japanese pricing. Silly.

C30



A Chinese rival to the VW Polo and Nissan Almera. See Toyota Corolla Quest.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Comfort	159 900	71	138	n/a	170	7.3	174	n/d

EURO NCAP: n/a L: 445cm W: 171cm H: 148cm
Boot: n/a litres Fuel Tank: 40 litres

C20R



Like a Suzuki SX4 but built in China. And remarkably, is not that bad.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5	164 900	77	138	n/a	n/a	7.7	179	5/10

EURO NCAP: n/a L: 389cm W: 173cm H: 160cm
Boot: n/a litres Fuel Tank: 40 litres

M4



Ambitiously named Chinese compact SUV is not bad. And you get to tell people you drive an M4.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5	189 900	77	138	n/a	170	7.2	172	n/d

EURO NCAP: n/a L: 396cm W: 173cm H: 162cm
Boot: 310 litres Fuel Tank: 45 litres

Steed 5



Low tech meets high value. Offers impressive value as a workhorse, but won't ever win the walk-off.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2L Workhorse	159 900	78	190	n/a	n/a	9.7	229	5/10
2.0WGT	199 900	78	225	n/a	150	8.1	214	4/10
2.4L Lux	189 900	100	200	n/a	160	10.7	251	5/10
2.4L 4x4 Lux	219 900	100	200	n/a	160	10.7	251	5/10
2.0VGT Lux	229 900	110	310	n/a	n/a	8.3	220	5/10
2.0VGT 4x4 Lux	259 900	110	310	n/a	n/a	8.3	220	5/10
double cab								
2.2L Lux	184 900	78	190	n/a	n/a	9.7	229	5/10
2.0WGT SX	229 900	78	225	n/a	150	9.3	245	4/10
2.4L Lux	214 900	100	200	n/a	160	10.7	251	5/10
2.4L 4x4 Lux	239 900	100	200	n/a	160	10.7	251	5/10
2.0VGT Lux	259 900	110	310	n/a	n/a	8.3	220	5/10
2.0VGT 4x4 Lux	289 900	110	310	n/a	n/a	8.3	220	5/10

EURO NCAP: n/a L: 502/504cm W: 180cm H: 168/173cm
Boot: n/a litres Fuel Tank: 70 litres

C50T



It's a Chinese Corolla-wannabe priced similarly to an actual Corolla. Feeling daring?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5T Lux	209 900	98	188	10.0	185	7.4	173	4/10
1.5T Elite	219 900	98	188	10.0	185	7.4	173	4/10

EURO NCAP: n/a L: 465cm W: 178cm H: 146cm
Boot: 530 litres Fuel Tank: 50 litres

Steed 5E



Has touchscreen audio, piano black cabin finishes and powered by an ostensibly self-developed 2-litre turbodiesel. Chinse+luxury+bakkie=oxymoronic.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
double cab								
2.4 SX	239 900	93	200	n/a	150	10.7	251	4/10
2.4 Xscape	256 900	93	200	n/a	150	10.7	251	4/10
2.0VGT SX	269 900	105	305	n/a	150	8.3	220	5/10
2.0VGT Xscape	289 900	105	305	n/a	150	8.3	220	5/10

EURO NCAP: n/a L: 509cm W: 180cm H: 173cm Boot: n/a litres Fuel Tank: 70 litres

H5



Improved "second-gen" looks from a Chinese manufacturer. Best of the bunch, but build quality questions remain.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 City	244 900	100	200	n/a	165	10.3	242	5/10
2.4 Lux	249 900	100	200	n/a	165	10.3	242	5/10
2.4 Lux 4x4	269 900	100	200	n/a	165	10.3	242	5/10
2.0VGT Lux	284 900	110	310	n/a	160	7.6	199	5/10
2.0VGT Lux auto	319 900	110	310	n/a	160	9.2	240	5/10
2.0VGT Lux 4x4	319 900	110	310	n/a	160	7.6	199	5/10
2.0VGT Lux 4x4 auto	339 900	110	310	n/a	160	9.2	240	5/10

EURO NCAP: n/a L: 465cm W: 181cm H: 175cm
Boot: n/a litres Fuel Tank: 70 litres

H6



Feature laden compact SUV from China. Bigger than an ix35, cheaper than a Santa Fe. Did we mention it's Chinese?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5T City	259 900	105	210	n/a	180	8.5	200	5/10
1.5T Lux	279 900	105	210	n/a	180	8.5	200	5/10
2.0TCI Lux	349 900	105	310	n/a	n/a	6.7	175	5/10

EURO NCAP: n/a L: 464cm W: 183cm H: 169cm
Boot: n/a litres Fuel Tank: 58 litres

Steed 6



GWM's interpretation of American supersized bakkie design, hence ginormous grille and oversized headlamps. Six airbags and ESP. Needs more power.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
double cab								
2.0VGT SX	299 900	105	305	n/a	150	8.8	233	6/10
2.0VGT Xscape	329 900	105	310	n/a	150	8.8	233	6/10

EURO NCAP: n/a L: 535cm W: 180cm H: 176cm Boot: n/a litres Fuel Tank: 70 litres

HONDA

TopGear on Honda:

World's greatest engine company assembles very reliable cars, which you'll have no desire to buy. Needs Type-R. Desperately.

Brio



Think of it as a smaller Jazz, without the clever bits. Bombproof mechanical build quality.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.2 Trend	134 800	65	109	12.2	n/a	5.6	133	5/10
hatch 1.2 Comfort	148 000	65	109	12.2	n/a	5.6	133	5/10
hatch 1.2 Comfort auto	161 000	65	109	14.7	n/a	6.3	150	5/10
Amaze sedan 1.2 Trend	147 200	65	109	12.4	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort	157 700	65	109	12.4	n/a	6.1	147	5/10
Amaze sedan 1.2 Comfort auto	170 700	65	109	15.7	n/a	6.9	167	5/10

EURO NCAP: n/a L: 361/399cm W: 168cm H: 150cm
Boot: 519/405 litres Fuel Tank: 35 litres

Mobilio



It's better than an Avanza and Ertiga, but only just. Somewhat lacks the premium shine of bigger Hondas but does what it says on the tin.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Trend	188 000	88	145	10.8	140	6.1	147	6/10
1.5 Comfort	207 900	88	145	10.8	140	6.1	147	6/10
1.5 Comfort auto	224 300	88	145	11.3	140	6.0	144	6/10

EURO NCAP: n/a L: 439cm W: 168cm H: 162cm
Boot: 223-521 litres Fuel Tank: 42 litres

Jazz



Individual and ingenious, the Jazz deserves to be bought by more people under ninety than it is.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Trend	185 300	66	110	13.5	175	5.6	135	6/10
1.2 Comfort	211 000	66	110	13.6	175	5.6	135	6/10
1.2 Comfort auto	228 500	66	110	14.3	174	5.6	136	6/10
1.5 Elegance	241 900	88	145	9.9	180	6.0	143	7/10
1.5 Elegance auto	256 900	88	145	10.6	180	5.8	140	7/10
1.5 Dynamic	257 300	88	145	9.9	180	6.0	143	7/10
1.5 Dynamic auto	272 300	88	145	10.7	180	5.8	140	7/10

EURO NCAP: n/a L: 444cm W: 170cm H: 147cm
Boot: 536 litres Fuel Tank: 40 litres

Ballade



Hugely convincing facelift raises this iteration of the Ballade from budget to bearable.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Trend	208 900	88	145	9.6	185	5.9	140	6/10
1.5 Trend auto	223 900	88	145	11.1	190	5.8	137	5/10
1.5 Elegance	237 100	88	145	9.6	185	5.9	140	5/10
1.5 Elegance auto	252 100	88	145	11.1	190	5.8	137	6/10

EURO NCAP: n/a L: 444cm W: 170cm H: 147cm
Boot: 536 litres Fuel Tank: 40 litres

Civic



Looks like a facelift, but is actually an all new model that's now much quieter, more comfortable and much less bonkers inside. The Type-R cometh.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sedan 1.8 Elegance	311 600	104	174	8.8	200	6.7	160	7/10
sedan 1.8 Elegance auto	326 600	104	174	10.5	200	6.6	157	7/10
sedan 1.8 Executive	323 500	104	174	8.8	200	6.7	160	7/10
sedan 1.8 Executive auto	338 500	104	174	10.5	200	6.6	157	7/10
hatch 1.8 Elegance	297 000	104	174	9.1	212	6.1	146	7/10
hatch 1.8 Elegance auto	312 000	104	174	10.9	207	6.5	155	7/10
hatch 1.8 Executive	323 500	104	174	9.5	212	6.3	150	7/10
hatch 1.8 Executive auto	338 500	104	174	11.3	207	6.5	155	7/10
Tourer 1.8 Executive	385 500	104	174	9.5	210	6.6	157	7/10
Tourer 1.8 Executive auto	400 500	104	174	11.3	205	6.7	160	7/10
Type R	TBA	228	400	5.7	270	7.3	170	8/10

EURO NCAP: ●●●●● L: 430/455cm W: 175/177cm
H: 144cm Boot: 440/477-1210 litres Fuel Tank: 50 litres



HR-V



Not nearly as mad as the original. Crossover style with all the characteristic Honda cleverness but unfortunately, no diesels engines.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Comfort	299 900	88	145	12.0	179	6.2	147	6/10
1.8 Elegance	354 900	105	172	10.1	188	6.8	162	7/10

EURO NCAP: n/a L: 431cm W: 177cm H: 161cm
Boot: 393-1022 litres Fuel Tank: 40/50 litres

CR-Z



An award winner at *TopGear* in 2010. Buck Rogers styling, low emissions and a compelling balance of performance and economy. It's the CR-X reborn.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hybrid	384 100	101	190e	9.4	200	5.2	124	7/10
hybrid auto	399 100	101	190e	9.9	198	4.9	117	6/10

EURO NCAP: ●●●●● L: 408cm W: 174cm H: 140cm
Boot: 225/401 litres Fuel Tank: 40 litres

CR-V



Honda's SUV now sharper to the eye, but lacks the branding cachet. Should last rather well.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 Comfort	355 900	114	192	10.0	190	7.7	182	6/10
2.0 Comfort auto	370 900	114	192	12.4	185	7.6	181	6/10
2.0 Elegance	404 100	114	192	10.0	190	7.7	182	6/10
2.0 Elegance auto	419 100	114	192	12.4	185	7.6	181	6/10
2.4 Executive AWD	520 900	140	220	11.1	190	8.6	203	6/10
2.4 Exclusive AWD	557 800	140	220	11.1	190	8.6	203	6/10

EURO NCAP: n/a L: 457cm W: 182cm H: 165cm
Boot: 1146 litres Fuel Tank: 58 litres

Accord



Say sayonara to the Accord as we knew it in favour of an obese, cumbersome American version. Or simply put, the American version.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 Elegance	416 400	114	190	11.7	200	7.5	178	5/10
2.4 Executive	480 600	132	225	10.6	200	8.1	192	5/10
3.5 V6 Exclusive	587 600	207	339	7.2	200	9.2	217	5/10

EURO NCAP: n/a L: 489cm W: 185cm H: 147cm
Boot: 453 litres Fuel Tank: 65 litres

HYUNDAI

TopGear on Hyundai:
Korean behemoth perhaps the greatest threat of all to Toyota's passenger-car business. Needs a bakkie for true world domination.

i10



Facelifted car, but don't think Hyundai has taken that as an excuse to make it expensive.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.1 Motion	133 500	50	99	15.2	153	4.8	114	6/10
1.1 Motion auto	148 500	50	99	17.1	146	5.7	135	6/10

EURO NCAP: n/a L: 359cm W: 160cm H: 154cm
Boot: 225/910 litres Fuel Tank: 35 litres

Grand i10



Lacks the charisma of the Panda and the sheer polish of the Up but actually, if you don't care about cars then buy this one.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.25 Motion	153 500	64	120	12.7	167	5.9	130	6/10
1.25 Fluid	166 500	64	120	12.7	167	5.9	130	7/10
1.25 Fluid auto	176 500	64	120	14.2	160	6.9	147	7/10

EURO NCAP: n/a L: 377cm W: 166cm H: 152cm
Boot: 256-1202 litres Fuel Tank: 43 litres

i20



It's the new i20! It's not that exciting! It needs better engines! Otherwise a very worthy and competent supermini.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Motion	190 500	61	115	13.6	165	5.9	140	5/10
1.2 Fluid	200 500	61	115	13.6	165	5.9	140	5/10
1.4 Fluid	213 500	74	133	11.4	182	6.5	147	5/10
1.4 Fluid auto	223 500	74	133	13.2	163	7.5	160	5/10
1.4 N Series	235 500	85	160	n/a	182	6.5	147	5/10

EURO NCAP: n/a L: 400cm W:173cm H: 149cm
Boot: 294/1010 litres Fuel Tank: 45 litres

Accent



Plastic hubcaps complete sleeper looks, with a rev-happy screamer of an engine.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 Motion	212 900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid	229 900	91	156	10.2	190	6.1	145	7/10
sedan 1.6 Fluid auto	239 900	91	156	11.4	184	6.4	151	7/10
hatch 1.6 Fluid	239 900	91	156	10.2	190	6.4	152	7/10
hatch 1.6 Fluid auto	249 900	91	156	11.4	184	6.8	161	7/10

EURO NCAP: ●●●●● L: 437cm W:170cm H: 146cm
Boot: 389 litres Fuel Tank: 43 litres

Elantra



A monumental improvement over its predecessor, and like the Accent also offers zingy performance.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Premium	267 900	96	157	10.1	200	6.4	152	6/10
1.6 Premium auto	282 900	96	157	11.6	195	6.9	163	6/10
1.6 Executive	277 900	96	157	10.1	200	6.4	152	6/10
1.6 Executive auto	292 900	96	157	11.6	195	6.9	163	6/10

EURO NCAP: ●●●●● L: 455cm W: 178cm H: 145cm
Boot: 485 litres Fuel Tank: 50 litres

i30



Woah, Hyundai seem to be catching up with Kia in the design stakes, and catching up with everyone else everywhere else.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Premium	287 900	95	157	10.5	192	6.4	152	6/10
1.6 Premium auto	307 900	95	157	11.5	190	6.8	173	5/10
1.8 Executive	307 900	110	178	9.7	195	6.5	157	7/10

EURO NCAP: ●●●●● L: 430cm W: 178cm H: 148cm
Boot: 378 litres Fuel Tank: 53 litres

Veloster



A cool, quirky coupé/hatch with one door on the driver's side and two doors on the other. A modicum of talent, too.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Executive	299 900	103	167	9.7	201	6.8	163	6/10
1.6 Executive auto	319 900	103	167	10.3	200	6.8	161	6/10
Turbo Elite	379 900	150	265	7.8	224	7.2	171	6/10
Turbo Elite auto	399 900	150	265	7.3	225	6.9	165	6/10

EURO NCAP: ●●●●● L: 422cm W: 179cm H: 140cm
Boot: 440 litres Fuel Tank: 50 litres

ix35



A weird but not unattractive compact SUV that marks Hyundai's trend towards recovery. No masterpiece, but you could do worse.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 Premium	340 900	116	192	10.7	185	8.5	201	6/10
2.0 Premium Special Edition	360 900	116	192	10.7	185	8.5	201	6/10
2.0 Premium auto	355 900	116	192	n/a	n/a	n/a	n/a	6/10
2.0 Premium auto Special Ed.	375 900	116	192	11.5	177	8.9	207	6/10
1.7CRDi Premium	365 900	85	260	12.4	174	5.3	139	6/10
1.7CRDi Premium Special Ed.	385 900	85	260	12.4	173	5.3	139	6/10
2.0 Executive	380 900	116	192	10.7	185	8.5	204	6/10
2.0 Executive Special Edition	395 900	116	192	10.7	185	8.5	204	5/10
2.0 Elite	405 900	116	192	11.5	177	8.8	200	5/10
2.0 Elite Special Edition	420 900	116	192	11.5	177	8.8	200	5/10
2.0CRDi Elite	435 900	130	383	9.4	195	6.5	170	6/10
2.0CRDi Elite Special Edition	455 900	130	383	9.4	195	6.5	170	6/10
2.0CRDi 4WD Elite	495 900	130	392	9.8	195	7.2	190	5/10
2.0CRDi 4WD Elite Special Ed	515 900	130	392	9.8	195	7.2	190	5/10

EURO NCAP: ●●●●● L: 441cm W: 182cm H: 166cm
Boot: 591-1436 litres Fuel Tank: 55 litres

H-1



Surprisingly good van that should be issued as standard spec to JZ's wives. Lots of space, plenty to like.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 wagon GLS	441 900	126	224	16.5	182	10.2	241	5/10
2.5CRDi wagon GLS	521 900	120	392	14.5	180	9.8	260	6/10

EURO NCAP: n/a L: 512cm W: 192cm H: 194cm
Boot: 851-4308 litres Fuel Tank: 75 litres

Santa Fe



Supersized ix35 still only comes with one engine choice, which is one of the best diesels in class.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2CRDi Premium	565 900	145	436	9.8	190	8.0	187	6/10
2.2CRDi 4WD Elite	645 900	145	436	10.0	190	8.3	194	6/10

EURO NCAP :n/a L: 469cm W: 189cm H: 168cm
Boot: 277/2008 litres Fuel Tank: 64 litres

INFINITI

TopGear on Infiniti:
Luxury Nissans are the answer to a question no-one has ever asked.

Q50



More sharply styled but otherwise anonymous saloon from Nissan's luxury wing. This time it takes air squarely at the BMW 3 Series.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2d	420 000	125	400	8.7	231	4.8	125	6/10
2.2d Premium	459 700	125	400	8.5	230	5.0	133	7/10
2.2d Sport	489 900	125	400	8.5	230	5.0	133	7/10
2.0T Premium	450 500	155	350	7.2	245	7.0	162	6/10
2.0T Sport	480 700	155	350	7.2	245	7.0	162	6/10
S Hybrid	609 900	261e	536e	5.1	250	6.8	159	6/10
S Hybrid AWD	634 900	261e	536e	5.4	250	7.2	169	6/10

EURO NCAP: n/a L: 479cm W: 182cm H: 145cm
Boot: 500 /400 litres Fuel Tank: 74/70 litres

QX50



An agreeably different crossover SUV thingummy that'll separate you from the BMW X3 and Freelander herds. But will anyone ever buy it off you?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.0d	596 949	175	550	7.9	221	8.5	224	5/10
3.0d GT	637 824	175	550	7.9	221	8.5	224	5/10
3.0d GT Premium	679 230	175	550	7.9	221	8.5	224	5/10
3.7 GT	629 070	235	360	6.4	240	12.2	288	5/10
3.7 GT Premium	670 476	235	360	6.4	240	12.2	288	5/10

EURO NCAP: n/a L: 464cm W: 180cm H: 158cm
Boot: 340/1175 litres Fuel Tank: 80 litres

Q60



Attractive as a coupé and not a disaster as a folding tin-top. BMW and Audi won't be losing any sleep though. Nor should you.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé 3.7 GT	618 687	235	360	5.9	250	11.4	268	4/10
coupé 3.7 S	641 270	235	360	5.9	250	11.4	268	4/10
coupé 3.7 S Premium	674 569	235	360	5.9	250	11.4	268	4/10
cabrio 3.7 GT Premium	701 687	235	360	6.4	250	11.4	268	4/10

EURO NCAP: n/a L: 466cm W: 182cm H: 139cm
Boot: 275/333 litres Fuel Tank: 80 litres

Q70



Refined, classy and quick, but as bland as a Lexus and go carefully with the spec - it's your money you're throwing away.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.7 GT	651 154	235	360	6.2	250	10.2	235	5/10
3.7 GT Premium	708 205	235	360	6.2	250	10.2	235	5/10
3.7 S Premium	732 426	235	360	6.2	250	10.2	235	5/10
3.0d GT	672 539	175	550	6.9	250	7.5	199	6/10
3.0d GT Premium	729 590	175	550	6.9	250	7.5	199	6/10
3.0d S	696 759	175	550	6.9	250	7.5	199	6/10

The hardest part is choosing which one you want.

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Audi
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3.0d S Premium	753 810	175	550	6.9	250	7.5	199	6/10

EURO NCAP: n/a L: 495cm W: 185cm H: 150 cm
Boot: 450 litres Fuel Tank: 80 litres

QX70



Want to avoid a BMW X6 and associated impressions of drug related violence? The QX70 is an option.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.7 GT	734 000	235	360	6.8	233	12.3	291	5/10
3.7 GT Premium	794 000	235	360	6.8	233	12.3	291	5/10
3.7 S	779 000	235	360	6.8	233	12.3	291	5/10
3.7 S Premium	839 000	235	360	6.8	233	12.3	291	5/10
3.7 S Black	852 500	235	360	6.8	233	12.3	291	5/10
3.0d GT	765 500	175	550	8.3	212	9.0	238	5/10
3.0d GT Premium	816 500	175	550	8.3	212	9.0	238	5/10
3.0d S	801 500	175	550	8.3	212	9.0	238	6/10
3.0d S Premium	861 500	175	550	8.3	212	9.0	238	6/10
3.0d S Black	875 000	175	550	8.3	212	9.0	238	6/10
5.0 S Premium	935 000	287	500	5.8	250	13.1	312	7/10

EURO NCAP: ●●●●● L: 487cm W: 193cm H: 168cm
Boot: 410/1305 litres Fuel Tank: 90 litres

QX80



Hideous. Unnecessary. Behemoth. Yours for well beyond a million rand. A bargain for a yacht.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
5.6	1 265 000	298	560	7.5	210	14.8	350	6/10

EURO NCAP: n/a L: 531cm W: 227cm H: 195cm
Boot: 470-2693 litres Fuel Tank: 100 litres

ISUZU

TopGear on Isuzu:
The quintessential bakkie brand – it does nothing else – has fallen behind the technology curve. Reliable, but rivals are better.

KB



After a glacial development cycle, loyal Isuzu customers are rewarded by a very capable new KB.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
250	219 000	58	170	n/a	n/a	7.9	208	6/10
250 Fleetside	241 500	58	170	n/a	n/a	7.9	208	6/10
250D-Teq Fleetside	268 200	85	280	n/a	n/a	7.7	203	6/10
250D-Teq LE	301 500	85	280	n/a	n/a	7.7	203	6/10
250D-Teq 4x4 LE	354 400	85	280	n/a	n/a	7.9	208	6/10
300D-Teq LX	347 400	130	380	n/a	n/a	7.8	204	7/10
300D-Teq 4x4 LX	402 900	130	380	n/a	n/a	7.9	209	7/10
Extended Cab								
250D-Teq LE	327 800	85	280	n/a	n/a	7.7	203	7/10
300D-Teq LX	391 600	130	380	n/a	n/a	7.8	204	7/10
300D-Teq LX auto	405 100	130	380	n/a	n/a	7.7	204	7/10
300D-Teq 4x4 LX	449 200	130	380	n/a	n/a	7.9	209	6/10
double cab								
250D-Teq LE	401 500	85	280	n/a	n/a	7.7	203	6/10
250D-Teq 4x4 LE	424 400	85	280	n/a	n/a	7.9	208	6/10
300D-Teq LX	445 700	130	380	n/a	n/a	7.8	204	7/10
300D-Teq LX auto	460 300	130	380	n/a	n/a	7.7	204	7/10
300D-Teq Serengeti	468 400	130	380	n/a	n/a	7.8	204	6/10
300D-Teq Serengeti auto	494 300	130	380	n/a	n/a	7.7	204	6/10
300D Teq 4x4 LX	505 600	130	380	n/a	n/a	7.9	209	7/10
300D Teq 4x4 Serengeti	522 600	130	380	n/a	n/a	7.9	209	6/10

EURO NCAP: n/a L: 522/531cm W: 177/186cm H: 169/179cm Boot: n/a litres Fuel Tank: 80 litres

JAGUAR

TopGear on Jaguar:
Indian cash finally delivered Jaguar's E-Type rival, only a few decades late. Characterful British alternative to the Germans.

XE



Forget the F-Type, this is actually the most important Jaguar of the last decade. Exchange rate afflicted pricing doesn't assist its ambitions.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
20d Pure	534 800	132	430	7.8	231	4.2	109	6/10
20d Prestige	590 400	132	430	7.8	228	4.2	109	6/10
20d R-Sport	614 000	132	430	7.8	228	4.2	109	6/10
20d Portfolio	654 600	132	430	7.8	228	4.2	109	7/10
25t Prestige	644 953	177	340	6.8	250	7.5	179	6/10
25t R-Sport	668 653	177	340	6.8	250	7.5	179	6/10
25t Portfolio	709 253	177	340	6.8	250	7.5	179	6/10
S	915 692	250	450	5.1	250	8.1	194	6/10

EURO NCAP: n/a L: 467cm W: 185cm H: 142cm
Boot: 455 litres Fuel Tank: 56 (20d) / 63 (25t, S) litres

XF



A blistering return to form for Jaguar. The XF does luxury, dynamics and dares to be different. Right on.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2D Luxury	637 199	147	450	8.5	225	5.1	158	8/10
2.0 i4 Luxury	657 326	177	340	7.9	241	8.9	207	7/10
2.2D Premium Luxury	712 699	147	450	8.5	225	5.1	158	8/10
2.0 i4 Premium Luxury	731 726	177	340	7.9	241	8.9	207	7/10
3.0 Supercharged R-Sport	832 170	250	450	5.9	250	9.4	224	7/10
3.0 Superchd Premium Luxury	910 970	250	450	5.9	250	9.4	224	7/10
3.0D S Premium Luxury	918 727	202	600	6.4	250	6.0	169	7/10
XFR	1 349 690	375	625	4.9	250	11.6	270	8/10
XFR S	1 487 590	405	680	4.6	300	11.6	270	9/10

EURO NCAP: n/a L: 496cm W: 188cm H: 146cm
Boot: 540/923 litres Fuel Tank: 70 litres

F-Type



Could be an over-priced Boxster rival. Or bargain 911 alternative. In reality, a simply fantastic car.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé	924 205	250	450	5.3	260	8.4	199	9/10
convertible	941 505	250	450	5.3	260	8.4	199	8/10
S coupé	1 062 316	280	460	4.9	275	8.6	203	9/10
S convertible	1 079 816	280	460	4.9	275	8.6	203	9/10
R coupé	1 669 551	405	680	4.2	300	10.7	255	9/10
R convertible	1 686 851	405	680	4.2	300	10.7	255	9/10
R coupé AWD	1 760 187	405	680	4.1	300	11.3	269	9/10

EURO NCAP: n/a L: 447cm W: 192cm H: 131cm
Boot: 200/148 litres Fuel Tank: 70 litres

XJ



Yowzers! The XJ is rapid, refined and just plain beautiful. The interior is so special we had to invent an award for it.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
XJ i4 Luxury	986 947	177	340	7.9	241	9.0	215	8/10
XJL i4 Premium Luxury	1 213 047	177	340	7.9	241	9.0	215	8/10
XJ 3.0D Luxury	1 287 766	220	700	6.2	250	7.0	184	8/10
XJ 3.0D Premium Luxury	1 412 866	220	700	6.2	250	7.0	184	8/10
XJL 3.0D Premium Luxury	1 503 666	220	700	6.2	250	7.0	184	8/10
XJ 3.0 Supercharged R-Sport	1 608 937	250	450	5.9	250	9.1	211	8/10
XJL 3.0 Supercharged Portfolio	1 670 137	250	450	5.9	250	9.1	211	8/10
XJR	2 194 290	405	680	4.6	280	11.1	270	9/10
XJL 5.0 Sprchrgd Autobiography	2 403 990	375	625	4.9	250	11.1	270	8/10

EURO NCAP: n/a L: 512/525cm W: 189cm H: 149cm
Boot: 520 litres Fuel Tank: 82 litres

JEEP

TopGear on Jeep:
Some very capable 4x4s; but you've already bought that Land-Rover or 'Cruiser, haven't you?

Renegade



Fiat 500X's American cousin. If real Jeeps have round headlights, then this is surely one. Right?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6L Longitude	340 990	81	152	11.8	178	6.0	141	5/10
1.4L T Limited	375 990	103	230	10.9	181	6.0	140	6/10
1.6L Multijet Limited	389 990	88	320	10.2	178	4.6	120	6/10
2.4L 4x4 Trailhawk	435 990	137	232	n/a	n/a	9.8	230	5/10
1.4L T 4x4 Limited	450 990	125	250	8.8	196	6.9	160	6/10

EURO NCAP: n/a L: 445cm W: 181cm H: 166cm
Boot: 458/1269 litres Fuel Tank: 51 litres

Compass



The most softcore Jeep in the range – more of a quasi-SUV and only in 2WD here. Looks alright, priced right, but rivals are more accomplished.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0L Limited	377 990	115	190	10.6	180	7.6	175	4/10
2.0L Limited auto	390 990	115	190	n/a	n/a	8.2	190	4/10

EURO NCAP: n/a L: 445cm W: 181cm H: 166cm
Boot: 458/1269 litres Fuel Tank: 51 litres

Patriot



No longer the smallest, cheapest Jeep you can buy. But still should be the cheapest Jeep you can buy. We'd avoid at all costs.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4L Limited	376 990	125	220	10.7	185	8.5	196	3/10
2.4L Limited auto	391 990	125	220	n/a	n/a	9.0	208	3/10

EURO NCAP: n/a L: 441cm W: 179cm H: 167cm
Boot: 536/1277 litres Fuel Tank: 51 litres

Wrangler



Yee and indeed ha. The Wrangler is still basic, but has been around for so long it is now retro. Five-door is rugged in the Defender vein.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.6L Sahara	484 990	209	347	8.1	159	11.0	256	5/10
3.6L Rubicon	509 990	209	347	8.1	159	11.4	266	6/10
Unlimited 3.6L Sahara	529 990	209	347	8.9	180	11.7	273	6/10
Unlimited 3.6L Altitude	542 990	209	347	8.9	180	11.7	273	6/10
Unlimited 3.6L Rubicon	554 990	209	347	8.9	180	11.9	276	7/10
Unlimited 3.6L Rubicon X	579 990	209	347	8.9	180	11.9	276	7/10
Unlimited 2.8CRD Sahara	589 990	147	460	10.7	172	8.3	217	6/10

EURO NCAP: n/a L: 422/475cm W: 188cm H: 184cm
Boot: 498/935 litres Fuel Tank: 85 litres

Cherokee



After a leave of absence, the Cherokee is back to do battle with the Freelander. It's priced well and looks... interesting.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4L Longitude	512 990	130	229	10.5	196	8.3	193	6/10
3.2L Limited	553 990	200	315	8.1	209	9.5	221	6/10
3.2L 4x4 Limited	603 990	200	315	8.1	209	10.0	232	7/10
3.2L 4x4 Trailhawk	654 990	200	315	8.4	180	10.0	232	7/10

EURO NCAP: n/a L: 463cm W: 186cm H: 186/190cm
Boot: 412-1267 litres Fuel Tank: 60 litres

Grand Cherokee



Jeep may be under Fiat's control, but no-one appears to have told the Grand Cherokee. See also Chrysler 300C.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.6L Limited	724 990	210	347	8.3	206	10.4	244	6/10
3.6L Overland	799 990	210	347	8.3	206	10.4	244	6/10
3.6L Summit	891 990	210	347	8.3	206	10.4	244	6/10
3.0CRD Limited	829 990	179	569	8.2	202	7.5	198	7/10
3.0CRD Overland	899 990	179	569	8.2	202	7.5	198	7/10
3.0CRD Summit	999 990	179	569	8.2	202	7.5	198	6/10
5.7L Overland	835 990	259	520	7.3	225	13.0	304	5/10
SRT	1 099 990	344	624	5.0	257	14.0	327	7/10

EURO NCAP: n/a L: 482cm W: 194cm H: 176cm
Boot: 782/1554 litres Fuel Tank: 93 litres

KIA

TopGear on Kia:
For people who need a better-styled Hyundai.

Picanto



A Kia cracker. New and improved Picanto looks good, drives well, costs little and is warrantied to the max.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0 LX	139 995	51	94	14.3	155	4.9	117	7/10
1.0 LX auto	152 995	51	94	n/a	n/a	5.6	132	7/10
1.2 EX	152 995	65	120	11.6	169	5.0	119	7/10
1.2 EX auto	165 995	65	120	n/a	n/a	6.0	144	7/10

EURO NCAP: n/a L: 360cm W: 160cm H: 148cm
Boot: 200/870 litres Fuel Tank: 35 litres



Rio



Another looker from Kia desperately in search of more shove.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.2	183 995	65	120	13.1	168	5.4	129	4/10
hatch 1.4	207 995	79	135	11.5	183	6.4	151	5/10
hatch 1.4 auto	220 995	79	135	13.2	170	7.0	165	5/10
hatch 1.4 Tec	220 995	79	135	11.5	183	6.4	151	5/10
hatch 1.4 Tec auto	233 995	79	135	13.2	170	7.0	165	5/10
sedan 1.2	183 995	65	120	13.1	168	5.4	129	4/10
sedan 1.4	207 995	79	135	11.5	183	6.4	151	6/10
sedan 1.4 auto	220 995	79	135	13.2	170	7.0	165	6/10
sedan 1.4 Tec	220 995	79	135	11.5	183	6.4	151	6/10
sedan 1.4 Tec auto	233 995	79	135	13.2	170	7.0	165	6/10

EURO NCAP: n/a L: 405cm W: 172cm H: 146cm
Boot: 288/389 litres Fuel Tank: 43 litres

Soul



Kia thinks they created the funky compact thing-a-ma-jig segment with the Soul. Here's a fresh take on everyone's favourite box on wheels.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Start	254 995	91	152	10.9	182	7.9	188	5/10
1.6 Start auto	267 995	91	152	12.5	177	7.9	178	5/10
2.0 Street	289 995	116	192	10.4	188	7.5	178	5/10
2.0 Smart auto	330 995	116	192	10.2	186	7.9	187	5/10
1.6D Street	314 995	94	260	10.8	180	5.2	137	6/10
1.6D Smart auto	358 995	94	260	12.2	177	6.2	164	6/10

EURO NCAP: n/a L: 414cm W: 180cm H: 161cm
Boot: 354-1367 litres Fuel Tank: 54 litres

Cerato



VW rivalling build quality and design – thanks to former VW man Peter Schreyer. Rather compelling, but needs forced-induction power.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 EX	264 995	95	157	10.1	200	6.5	154	7/10
hatch 1.6 EX auto	277 995	95	157	11.6	195	6.8	160	7/10
hatch 2.0 EX	296 995	118	194	8.5	210	6.9	164	7/10
hatch 2.0 EX auto	309 995	118	194	9.3	205	7.2	170	7/10
hatch 2.0 SX	326 995	118	194	8.5	210	6.9	164	7/10
hatch 2.0 SX auto	339 995	118	194	9.3	205	7.2	170	7/10
sedan 1.6 EX	264 995	95	157	10.1	200	6.5	154	7/10
sedan 1.6 EX auto	277 995	95	157	11.6	195	6.8	160	7/10
sedan 2.0 EX	296 995	118	194	8.5	210	6.9	164	7/10
sedan 2.0 EX auto	309 995	118	194	9.3	205	7.2	170	7/10
sedan 2.0 SX	326 995	118	194	8.5	210	6.9	164	7/10
sedan 2.0 SX auto	339 995	118	194	9.3	205	7.2	170	7/10
Koup 1.6T	353 995	152	265	7.7	224	7.2	170	6/10
Koup 1.6T auto	366 995	152	265	7.4	222	7.9	187	6/10

EURO NCAP: n/a L: 456cm W: 178cm H: 145cm
Boot: 482 litres Fuel Tank: 50 litres

Sportage



Another one of Kia's stand-out cars, the Sportage is a handsome, spacious, value-driven crossover.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 Ignite	346 995	116	192	10.7	185	8.7	207	6/10
2.0	376 995	116	192	10.7	185	8.7	207	6/10
2.0 auto	389 995	116	192	11.5	177	8.9	213	6/10
2.0CRDi	406 995	130	392	9.4	195	6.7	175	7/10
2.0CRDi auto	419 995	130	392	9.6	196	7.3	192	7/10
2.0CRDi Tec auto	436 995	130	392	9.6	196	7.3	192	6/10
2.0 AWD	411 995	116	192	11.3	184	8.7	207	5/10
2.0 AWD auto	424 995	116	192	11.7	175	8.9	213	5/10
2.0CRDi AWD	441 995	130	392	9.8	194	6.7	175	6/10
2.0CRDi AWD auto	454 995	130	392	9.8	195	7.3	192	6/10
2.0CRDi AWD Tec auto	473 995	130	392	9.8	195	7.3	192	6/10
2.0CRDi AWD Explore auto	495 995	130	392	9.8	195	7.3	192	6/10

EURO NCAP: n/a L: 444cm W: 186cm H: 165cm
Boot: 564/1353 litres Fuel Tank: 58 litres

Sorento



The Sorento is a cheap, totally forgettable SUV. Decent standard spec is nice, automotive androgeny less so.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 LS	379 995	127	225	10.5	190	9.2	220	5/10
2.2CRDi LX	499 995	147	440	9.3	203	6.7	174	6/10
2.2CRDi AWD EX	599 995	147	440	9.3	203	6.7	174	6/10
2.2CRDi AWD SX	634 995	147	440	9.6	203	6.8	177	6/10

EURO NCAP: n/a L: 478cm W: 189cm H: 169cm
Boot: 660-1732 / 142-1662 litres Fuel Tank: 70 litres

Grand Sedona



Gargantuan people carrier looks less so courtesy of typically clever Kia styling. V-Class for the middle class.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2CRDi EX	499 995	147	440	13.6	190	8.0	208	6/10
2.2CRDi SX	625 995	147	440	13.6	190	8.0	208	7/10
2.2CRDi SXL	669 995	147	440	13.6	190	8.0	208	6/10
3.3 V6 SX	605 995	199	318	8.6	190	10.9	260	6/10
3.3 V6 SXL	649 995	199	318	8.6	190	10.9	260	6/10

EURO NCAP: n/a L: 512cm W: 199cm H: 174cm
Boot: 359-2718 litres Fuel Tank: 80 litres

LAMBORGHINI

TopGear on Lamborghini:
All-wheel drive because it's owned by Audi. Preposterous cars the world would be a poorer place without.

Huracán



Lambo's riposte to the 458 and 650S. Smoother and slicker but ultimately remains Gallardo v2.0.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
LP610 4	4 795 000	449	560	3.2	325+	12.5	290	9/10

EURO NCAP: n/a L: 446cm W: 192cm H: 117cm
Boot: n/a litres Fuel Tank: 80 litres

Aventador



Murciélago replacement doesn't disappoint. A hint of Audi has crept in, but the Aventadoris still one bonkers supercar.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
LP700 4	7 195 000	515	690	2.9	350	16.0	370	9/10
LP700 4 Roadster	7 545 000	515	690	3.0	350	16.0	370	9/10

EURO NCAP: n/a L: 478cm W: 203cm H: 114cm
Boot: n/a litres Fuel Tank: 90 litres

LAND ROVER

TopGear on Land Rover:
No longer a symbol of British hard-line foreign policy. Range Rover once again the stately SUV brand it once was.

Defender



Still going. Still a workhorse farmer's SUV, where practicality outweighs ergonomics, luxury ride-quality and speed.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
90 TD station wagon S	543 800	90	360	15.8	145	10.0	266	6/10
90 TD station wagon Heritage	605 500	90	360	15.8	145	10.0	266	6/10
90 TD station wagon Adventure	658 300	90	360	15.8	145	10.0	266	6/10
110 TD pick-up E	507 200	90	360	15.8	145	11.1	295	6/10
110 TD high-capacity pick-up E	523 400	90	360	15.8	145	11.1	295	6/10
110 TD station wagon S	583 200	90	360	15.8	145	11.1	295	6/10
110 TD station wagon Heritage	667 300	90	360	15.8	145	11.1	295	6/10
110 TD station wagon Adventure	704 700	90	360	15.8	145	11.1	295	6/10
110 TD double cab S	602 400	90	360	15.8	145	11.1	295	6/10
130 TD crew cab E	611 300	90	360	17.0	132	11.1	295	6/10

EURO NCAP: n/a L: 389/464/517cm W: 179cm H: 197/202cm Boot: 1600/2300 litres Fuel Tank: 60/75 litres

Discovery Sport



The Freelander gets a new name, two more seats and much more. Pricey, but if you're a yummy mummy, you'll want this.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
TD4 S	545 901	110	400	10.3	190	6.0	159	6/10
SD4 S	595 020	140	420	8.9	188	6.3	166	8/10
Si4 S	598 200	177	340	8.2	199	8.3	197	7/10
SD4 SE	640 320	140	420	8.9	188	6.3	166	8/10
Si4 SE	643 500	177	340	8.2	199	8.3	197	7/10
SD4 HSE	697 020	140	420	8.9	188	6.3	166	8/10
Si4 HSE	700 200	177	340	8.2	199	8.3	197	7/10
SD4 HSE Luxury	736 120	140	420	8.9	188	6.3	166	8/10
Si4 HSE Luxury	739 300	177	340	8.2	199	8.3	197	9/10

EURO NCAP: n/a L: 459cm W: 207cm H: 172cm Boot: 981-1698 litres Fuel Tank: 65 (TD4/SD4) 70 (Si4) litres

Range Rover Evoque



A Range Rover rebooted for a younger, more stylish audience – it's a junior-SUV, with 3 or 5 doors. One for fashionistas, not farmers.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
SD4 SE	680 922	140	420	8.5	195	6.3	167	8/10
Si4 SE	710 090	177	340	7.6	217	8.3	193	7/10
SD4 HSE Dynamic	815 622	140	420	8.5	195	6.3	167	8/10
Si4 HSE Dynamic	844 790	177	340	7.6	217	8.3	193	7/10
coupé SD4 HSE Dynamic	815 212	140	420	8.5	195	6.2	163	8/10
coupé Si4 HSE Dynamic	844 790	177	340	7.6	217	8.3	193	7/10
SD4 Autobiography	865 622	140	420	8.5	195	6.3	167	8/10
Si4 Autobiography	894 790	177	340	7.6	217	8.3	193	7/10

EURO NCAP: n/a L: 437cm W: 198cm H: 161/164cm
Boot: 575-1445 / 550-1350 litres Fuel Tank: 58/70 litres

Discovery 4



The best practical SUV on sale. Standard air suspension, seven seats, nicely luxurious, except on the expedition-spec XS.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
TDV6 XS	731 986	155	520	10.7	180	8.8	230	7/10
SDV6 S	874 886	183	600	9.3	180	8.8	230	8/10
SCV6 SE	928 529	250	450	8.1	195	12.0	285	8/10
SDV6 SE	929 286	183	600	9.3	180	8.8	230	8/10
SCV6 HSE	1024 429	250	450	8.1	195	12.0	285	8/10
SDV6 HSE	1025 286	183	600	9.3	180	8.8	230	8/10

EURO NCAP: ●●●●● L: 483cm W: 188cm H: 189cm
Boot: 280/2560 litres Fuel Tank: 84 litres

Range Rover Sport



A prettier Range Rover Sport would have been a contradiction in terms, but the new one definitely comes with less thuggishness.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
SCV6 S	983 074	250	450	7.2	210	11.3	264	8/10
TDV6 S	1007 631	183	600	7.2	210	7.9	209	8/10
SCV6 SE	1080 774	250	450	7.2	210	11.3	264	8/10
SDV6 SE	1167 031	215	600	7.2	210	7.9	209	8/10
SCV6 HSE	1279 774	250	450	7.2	210	11.3	264	8/10
SDV6 HSE	1394 531	215	600	7.2	210	7.9	209	9/10
SCV6 HST	1393 074	280	450	7.1	210	11.3	264	8/10
Supercharged HSE Dynamic	1521 023	375	625	5.3	250	13.8	321	9/10
SDV8 HSE Dynamic	1531 383	250	740	6.9	210	8.7	229	9/10
Superchgd Autobio Dynamic	1664 323	375	625	5.3	250	13.8	321	9/10
SDV8 Autobiography Dynamic	1675 283	250	740	6.9	210	8.7	229	9/10
SVR	1923 125	405	680	4.7	260	13.8	322	9/10

EURO NCAP: n/a L: 485cm W: 207cm H: 178cm
Boot: 784 litres Fuel Tank: 80/105 litres

Range Rover



This is not an SUV. That's far too common a badge. Instead, think go-anywhere luxury car. Or GALC. Hmm, catchy.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
TDV6 Vogue	1525 578	190	600	7.9	210	8.6	227	8/10
SDV8 Vogue SE	1879 483	250	740	6.9	215	8.7	229	8/10
Supercharged Vogue SE	1936 525	375	625	5.4	225	13.8	322	8/10
SDV8 Autobiography	2113 483	250	740	6.9	215	8.7	229	8/10
Supercharged Autobiography	2170 325	375	625	5.4	225	13.8	322	8/10
L SDV8 Autobiography	2202 283	250	740	7.0	215	8.7	229	8/10
L Superchgd Autobiography	2259 125	375	625	5.8	225	13.8	322	8/10
L SDV8 SVAutobiography	3038 483	250	740	7.0	215	8.7	229	8/10
L Superchgd SVAutobiography	3181 225	405	680	5.5	225	13.8	322	8/10

EURO NCAP: n/a L: 501/521cm W: 198cm H: 184cm
Boot: 909-2030 litres Fuel Tank: 89 / 105 litres

The hardest part is choosing which one you want.

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LEXUS

TopGear on Lexus:

Luxury Toyotas offering remarkable value, but no diesel engines. We don't understand why either.

CT

Hatchback Lexus that carries the tech from the Prius into a new wannabe-luxury market segment. Fails thanks to smashy ride.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
200h E	434 800	100e	142+e	10.3	180	4.1	95	4/10

EURO NCAP: ●●●●● L: 432cm W: 177cm H: 143cm
Boot: 375/985 litres Fuel Tank: 45 litres

ES

GS size for IS money. Front-wheel drive belies its Camry underpinnings.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
250 EX	478 900	135	235	9.8	207	8.0	188	6/10
300h EX	565 700	151e	213+e	8.5	180	5.5	130	7/10

EURO NCAP: N/A L: 490cm W: 182cm H: 145cm
Boot: 490 litres Fuel Tank: 65 litres

IS

A 3 Series drive too well for you? Then buy this, it's worse. In other areas, the IS gives the Germans a much tougher time.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
350 E	527 900	228	375	5.9	225	9.7	225	7/10
350 EX	580 700	228	375	5.9	225	9.7	225	7/10
350 F Sport	627 300	228	375	5.9	225	9.7	225	7/10

EURO NCAP: N/A L: 467cm W: 181cm H: 143cm
Boot: 390 litres Fuel Tank: 66 litres

NX

Curious, Lexus sees the need to cross an SUV with a sharp object in a not altogether happy alliance.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
200t E	539 900	175	350	7.1	200	7.9	184	6/10
200t EX	579 900	175	350	7.1	200	7.9	184	6/10
200t F Sport	659 900	175	350	7.1	200	7.9	184	7/10
300h EX	633 000	145e	210+e	9.2	180	6.0	140	6/10

EURO NCAP: N/A L: 463cm W: 185cm H: 163cm Boot: 500-1545 litres Fuel Tank: 60 litres (200t) / 56 litre (300h)

GS

The latest version of Lexus' 5 Series wannabe that's famous for coming in high-tech hybrid guise. This is an expensive car.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
350 EX	679 600	233	378	6.0	232	10.0	232	4/10
350 F Sport	746 300	233	378	6.0	232	10.0	232	5/10
450h SE	943 000	254e	352+e	5.9	250	6.3	147	4/10

EURO NCAP: ●●●●● L: 485cm W: 184cm H: 146cm
Boot: 482 litres Fuel Tank: 66 litres

RC

Rear wheel drive and naturally aspirated with a lot of kit, but turbocharged German rivals are still retain the superior driving experience. Bold, though.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
350 F Sport	730 900	233	378	6.3	230	9.4	217	6/10

EURO NCAP: n/a L: 470cm W: 184cm H: 140cm Boot: 423 litres Fuel Tank: 66 litres

RX

One of the smoothest road-biased SUVs, the RX does without seven seats and ain't as economical as it'll lead you to believe. Chuffing pricey, too.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
350 EX	734 100	204	346	8.0	200	10.6	250	5/10
450h SE	932 600	220e	317+e	7.8	200	6.3	148	5/10

EURO NCAP: n/a L: 477cm W: 189cm H: 176cm
Boot: 496 litres Fuel Tank: 65 litres

LX

Great if you own an oil field. Favourite of dictators and global warming sceptics. Makes environmentalists melt.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
570 SE	1364 400	270	530	7.5	210	14.8	350	7/10

EURO NCAP: n/a L: 499cm W: 197cm H: 192cm
Boot: 1276 litres Fuel Tank: 93 litres

LS

Huge limo-like rival to the S-Class and 7 Series. Usefully wafty, if a little Japanese domestic market in execution.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
460	1424 900	285	493	5.7	250	10.7	249	7/10

EURO NCAP: n/a L: 509cm W: 189cm H: 147cm
Boot: 490 litres Fuel Tank: 84 litres

MAHINDRA

TopGear on Mahindra:

Truly awful Indian products. Will make you consider something Chinese. Yes: that bad.

Bolero

Favourite of farmers and four-wheelers on a very tight budget.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5Di Maxitruck Plus	127 995	46	195	n/a	115	7.0	n/a	4/10
2.5TD Loader	149 995	74	238	n/a	n/a	9.5	251	4/10
2.5TD	162 995	74	238	n/a	n/a	9.5	251	4/10
2.5TD 4x4	194 995	74	238	n/a	n/a	9.5	251	4/10
double cab								
2.5TD	185 995	74	235	n/a	n/a	9.5	251	4/10
2.5TD 4x4	214 995	74	235	n/a	n/a	9.5	251	4/10

EURO NCAP: n/a L: 492cm W: 170-182cm H: 183-189cm
Boot: n/a litres Fuel Tank: 45(2.5Di) 56 litres (2.5TD)

Genio

A hybrid, but not as you know it. Inspired by the Aussie ute.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2CRDe	184 995	89	290	n/a	150	7.9	210	4/10
2.2CRDe Plus	209 995	88	290	n/a	150	7.9	210	4/10
2.2CRDe double cab	219 995	89	290	n/a	150	7.9	210	4/10

EURO NCAP: n/a L: 515cm W: 185cm H: 188cm
Boot: n/a litres Fuel Tank: 74 litres

Quanto

A five-seater compact SUV? No, really. What is this?



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2CRDe	221 995	89	290	n/a	n/a	7.6	200	4/10

EURO NCAP: n/a L: 422cm W: 184cm H: 190cm
Boot: n/a litres Fuel Tank: 55 litres

Xylo

Filled the gap vacated when the Toyota Condor flew off.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2CRDe E2	229 995	89	290	n/a	n/a	7.6	200	2/10
2.2CRDe E8	254 995	89	290	n/a	n/a	7.6	200	2/10

EURO NCAP: n/a L: 452cm W: 185cm H: 190cm
Boot: n/a litres Fuel Tank: 55 litres

Scorpio Pik-up

Updates have failed to convince anybody that this is a brilliant piece of engineering. Crude drive, very cheap. This one takes a bigger load.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5TCI Loader	169 995	74	258	n/a	n/a	9.9	260	3/10
2.5TCI	190 995	74	258	n/a	n/a	9.9	260	3/10
2.5TCI 4x4	234 995	74	258	n/a	n/a	9.9	260	3/10
2.2CRDe	199 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	232 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	253 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure	286 995	89	290	n/a	n/a	8.8	233	3/10
double cab								
2.5TCI	233 995	74	258	n/a	n/a	9.9	260	3/10
2.5TCI 4x4	261 995	74	258	n/a	n/a	9.9	260	3/10
2.2CRDe	254 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe Adventure	287 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4	281 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 Adventure	311 995	89	290	n/a	n/a	8.8	233	3/10

EURO NCAP: n/a L: 443/512cm W: 177cm H: 186/198cm
Boot: n/a litres Fuel Tank: 80 litres

Scorpio

Updates have failed to convince anybody that this is a brilliant piece of engineering. Crude drive, very cheap.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2CRDe VLX	249 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe VLX Adventure	275 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 VLX	269 995	89	290	n/a	n/a	8.8	233	3/10
2.2CRDe 4x4 VLX Adventure	315 995	89	290	n/a	n/a	8.8	233	3/10

EURO NCAP: n/a L: 512cm W: 177cm H: 198cm Boot: n/a litres Fuel Tank: 80 litres

XUV

Mahindra enters the 21st Century. Not that it's worth noticing.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2CRDe W4	259 995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W6	299 995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W8	329 995	103	330	n/a	n/a	7.1	180	5/10
2.2CRDe W8 AWD	349 995	103	330	n/a	n/a	7.1	180	5/10

EURO NCAP: n/a L: 456cm W: 189cm H: 179cm
Boot: n/a litres Fuel Tank: 70 litres

MASERATI

TopGear on Maserati:

Cheap, somewhat less sophisticated Ferraris which are a lot more palatable to non-car people. Who wants a cheap Ferrari? Quite.

Ghibli

Maserati builds a BMW 5 Series. It's available with a diesel engine. And, well, they think that's a good idea.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Ghibli	1 322 000	243	500	5.6	263	9.6	223	7/10
Diesel	1 370 000	202	600	6.3	250	5.9	158	6/10
S	1 622 000	301	550	5.0	285	10.4	242	7/10

EURO NCAP: n/a L: 497cm W: 195cm H: 146cm
Boot: 500 litres Fuel Tank: 70/80 litres

Quattroporte

Nooo – what have they done? The old one was soul personified. This looks a bit... meh, but drives better than the last one.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Diesel	1 820 000	202	600	6.4	250	6.2	163	7/10
S	2 077 000	301	550	5.1	285	7.1	179	8/10
GTS	2 477 000	390	710	4.7	307	11.8	274	8/10

EURO NCAP: n/a L: 526cm W: 195cm H: 148cm
Boot: 530 litres Fuel Tank: 80 litres

GranTurismo / GranCabrio

Muscular but pretty coupé that is more GT than sports car. Nothing wrong with that and the GTS has a little more bite if you need it.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
GranTurismo Sport	2 258 185	338	520	4.8	298	14.3	331	7/10
GranTurismo Sport Cambiocorsa	2 356 000	338	520	4.7	300	16.5	360	7/10
GranTurismo MC Stradale	2 756 000	338	520	4.5	303	14.4	337	8/10
GranCabrio Sport	2 611 000	338	520	5.0	285	14.5	337	7/10
GranCabrio MC	2 956 000	338	520	4.9	289	14.5	337	8/10

EURO NCAP: n/a L: 488cm W: 192cm H: 135cm
Boot: 173/260 litres Fuel Tank: 75/86/90 litres



MAZDA

TopGear on Mazda:

The only Japanese manufacturer to win Le Mans no longer has a signature rotary car.

Mazda2

The last 2 was a sleeper – it never set out to be sparky, yet somehow achieved it. Same again, just with a hint more polish.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Active	188 000	82	145	8.7	188	5.5	130	7/10
1.5 Dynamic	199 900	82	145	8.7	188	5.5	130	7/10
1.5 Dynamic auto	211 300	82	145	n/a	184	5.7	134	6/10
1.5 Individual	211 400	82	145	8.7	188	5.5	130	7/10
1.5 Individual auto	222 800	82	145	n/a	184	5.7	134	6/10
1.5DE Hazumi	259 900	77	220	10.1	179	4.4	115	7/10

EURO NCAP: ●●●●● L: 389/426cm W: 170cm H: 148cm
Boot: 250/787 litres Fuel Tank: 43 litres

Mazda3

The 6's design language moves to the 3. So does the handling verve. Besides that we're less sure why you'd have one over a Golf.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.6 Original	232 900	77	144	n/a	n/a	6.2	147	6/10
hatch 1.6 Active	242 900	77	144	n/a	n/a	6.2	147	6/10
hatch 1.6 Dynamic	253 100	77	144	n/a	n/a	6.2	147	6/10
hatch 1.6 Dynamic auto	263 600	77	144	n/a	n/a	6.9	164	6/10
hatch 2.0 Individual	293 600	121	210	8.8	198	6.2	146	6/10
hatch 2.0 Individual auto	304 100	121	210	10.3	198	5.9	140	6/10
hatch 2.0 Astina	330 800	121	210	10.3	198	5.9	140	6/10
sedan 1.6 Original	232 900	77	144	n/a	n/a	6.0	142	6/10
sedan 1.6 Active	242 900	77	144	n/a	n/a	6.0	142	6/10
sedan 1.6 Dynamic	253 100	77	144	n/a	n/a	6.0	142	6/10
sedan 1.6 Dynamic auto	263 600	77	144	n/a	n/a	6.7	159	6/10
sedan 2.0 Individual	293 600	121	210	8.9	195	6.1	145	6/10
sedan 2.0 Individual auto	304 100	121	210	10.4	195	5.8	139	6/10
sedan 2.0 Astina	330 800	121	210	10.4	195	5.8	139	6/10

EURO NCAP: n/a L: 446/459cm W: 180cm H: 145cm
Boot: 308/408 litres Fuel Tank: 51 litres

BT-50

Ford Ranger's hideous looking mechanical sibling. A good bakkie you'll never grow to love.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.2 SLX	292 200	110	375	n/a	n/a	7.6	199	6/10
FreeStyle Cab								
2.2 SLX	307 300	110	375	n/a	n/a	7.7	202	6/10
3.2 SLE	350 400	147	470	n/a	n/a	9.3	245	6/10
3.2 SLE auto	362 400	147	470	n/a	n/a	9.1	239	6/10
3.2 4x4 SLE	402 400	147	470	n/a	n/a	9.8	258	6/10
double cab								
2.2 SLE	370 400	110	375	n/a	n/a	7.7	202	6/10
3.2 SLE	402 400	147	470	n/a	n/a	9.3	245	6/10
3.2 SLE auto	412 400	147	470	n/a	n/a	9.1	239	6/10
3.2 4x4 SLE	454 400	147	470	n/a	n/a	9.8	258	6/10
3.2 4x4 SLE auto	466 400	147	470	n/a	n/a	9.7	255	6/10

EURO NCAP: n/a L: 528/538cm W: 185cm H: 170/182cm
Boot: n/a litres Fuel Tank: 80 litres

Mazda5

MPV with sliding doors and practical interior. Latest re-design adds massive swoosh to the side. Which is nice.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 Original	268 900	106	180	10.8	194	8.2	194	6/10
2.0 Active auto	283 500	106	180	13.1	186	8.3	198	6/10
2.0 Individual	294 200	106	180	10.8	194	8.2	194	6/10
2.0 Individual auto	308 500	106	180	13.1	186	8.3	198	6/10

EURO NCAP: ●●●●● L: 459cm W: 175cm H: 162cm
Boot: 112/857 litres Fuel Tank: 60 litres

CX-5

Good, solid modern SUV with much to recommend.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 Active	319 500	121	210	9.3	197	6.4	149	6/10
2.0 Active auto	329 300	121	210	9.5	197	6.4	148	6/10
2.0 Dynamic	329 600	121	210	9.3	197	6.4	149	6/10
2.2DE Active	378 300	110	380	10.0	198	5.7	151	7/10
2.5 Individual	408 700	141	256	n/a	n/a	6.9	160	6/10
2.2DE AWD Akera	465 400	129	420	9.4	204	5.9	155	7/10

EURO NCAP: ●●●●● L: 456cm W: 184cm H: 167cm
Boot: 403 litres Fuel Tank: 56 litres

Mazda6

Handsome mid-sized saloon with some clever engine tech underneath. Drives well. Possibly a bit middle management.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 Active	342 000	114	200	n/a	n/a	6.1	142	6/10
2.0 Active auto	358 000	114	200	n/a	n/a	6.0	138	6/10
2.5 Dynamic	373 000	138	250	9.1	211	6.6	153	6/10
2.5 Individual	389 500	138	250	9.1	211	6.6	153	6/10
2.2DE Dynamic	404 000	129	420	8.4	216	5.3	139	7/10
2.2DE Atenza	430 500	129	420	8.4	216	5.3	139	7/10

EURO NCAP: n/a L: 487cm W: 211cm H: 145cm
Boot: 438 litres Fuel Tank: 62 litres

McLAREN

TopGear on McLaren:

Superior engineering exercise compared to Ferrari, if a tad soulless.

540C / 570S

Entry level McLaren ownership starts here. Slightly oxymoronic. You'll hate yourself for being too poor to go 650.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
540C	POA	397	540	3.5	320	11.1	258	9/10
570S	POA	419	600	3.2	328	11.1	258	9/10

EURO NCAP: n/a L: 453cm W: 190cm H: 120cm
Boot: 150 litres Fuel Tank: 72 litres

650S / 675LT

The Ronseal 650, 496kW and a longer tail, by 12mm. Trade descriptions might want to have a word.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
650S coupé	POA	478	678	3.0	333	11.7	275	10/10
650S Spider	POA	478	678	3.0	329	11.7	275	10/10

EURO NCAP: n/a L: 451 / 455 cm W: 190cm H: 120cm
Boot: 144 litres Fuel Tank: 72 litres

MERCEDES-BENZ

TopGear on Mercedes-Benz:

Smaller ones a tad disappointing. Limousines peerless. AMGs charmingly unhinged. The original car company is in fine form.

A-Class

Despite the bulbous drunkards nose this is a conventional hatch. Watch the spec or you'll muck it up.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
A200	376 642	115	250	8.4	224	5.8	136	8/10
A200 auto	394 334	115	250	8.3	224	5.7	133	8/10
A200CDI	404 400	100	300	9.3	210	4.5	116	7/10
A200CDI auto	422 400	100	300	9.2	210	4.1	108	7/10
A220CDI	444 400	125	350	8.2	220	4.4	115	7/10
A250 Sport	481 273	155	350	6.6	240	6.4	148	8/10
A45 AMG 4Matic	659 717	265	450	4.6	250	7.1	165	7/10

EURO NCAP: ●●●●● L: 429cm W: 178cm H: 143cm
Boot: 341/1157 litres Fuel Tank: 50 litres

B-Class

Clever, re-imagined MPV that should get female accountants in a tizzy.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
B200	399 436	115	250	8.6	220	5.8	134	6/10
B200 auto	416 923	115	250	8.4	220	5.5	129	7/10
B200CDI	414 300	100	300	9.9	210	4.5	117	6/10
B200CDI auto	432 300	100	300	9.8	210	4.2	111	7/10
B220CDI	459 200	125	350	8.3	224	4.3	111	6/10
B250	479 170	155	350	6.8	240	6.3	147	7/10

EURO NCAP: ●●●●● L: 436cm W: 179cm H: 156cm
Boot: 1545 litres Fuel Tank: 50 litres

CLA

The slippery coupe saloon version of the new A-Class. A mini CLS then.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
CLA200	408 429	115	250	8.6	230	5.7	131	5/10
CLA200 auto	426 326	115	250	8.5	230	5.5	130	5/10
CLA220 CDI	465 600	125	350	8.2	230	4.5	117	5/10
CLA250 Sport 4Matic	565 588	155	350	6.6	250	6.6	154	6/10
CLA45 AMG 4Matic	741 617	265	450	4.6	250	7.1	165	7/10

EURO NCAP: ●●●●● L: 463cm W: 178cm H: 143cm
Boot: 470 litres Fuel Tank: 50 litres

GLA

Mercedes-Benz busts out another gravel-bound niche, this time by placing its A-Class hatch on stilts.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
GLA200	440 849	115	250	8.9	215	5.9	139	6/10
GLA200 auto	458 747	115	250	8.8	215	5.9	138	6/10
GLA200CDI	465 000	100	300	10.0	205	4.5	119	6/10
GLA200CDI auto	483 000	100	300	9.9	205	4.5	119	6/10
GLA220CDI 4Matic	538 631	125	350	8.3	215	5.1	132	6/10
GLA250 4Matic	614 288	155	350	7.1	230	6.6	154	6/10
GLA45 AMG 4Matic	790 843	265	450	4.8	250	7.5	175	7/10

EURO NCAP: n/a L: 442cm W: 180cm H: 149cm
Boot: n/a litres Fuel Tank: 50/56 litres

C-Class sedan / estate

What we know about the new C: it has a nice cabin, it has to beat the BMW 3 Series. That's not an enviable task. C63 quite epic.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
C180	437 418	115	250	8.2	225	5.5	127	8/10
C180 auto	456 739	115	250	8.5	223	5.8	135	8/10
C200	459 731	135	300	7.5	237	5.7	132	8/10
C200 auto	478 129	135	300	7.3	235	5.6	131	8/10
C220d	482 000	125	400	8.1	234	4.2	109	8/10
C220d auto	500 500	125	400	7.8	233	4.5	117	8/10
C250	529 749	155	350	6.6	250	5.9	139	8/10
C250d	553 100	150	500	6.6	247	4.5	117	8/10
C300	566 196	180	370	5.9	250	6.3	146	7/10
C180 estate	471 231	115	250	8.4	223	5.6	130	8/10
C180 estate auto	490 039	115	250	8.7	221	5.8	135	8/10
C200 estate	493 339	135	300	7.7	235	5.8	135	8/10
C200 estate auto	512 352	135	300	7.5	233	6.0	140	8/10
C250d estate	586 400	150	500	6.9	241	4.8	124	8/10
Mercedes-AMG C63	1052 287	350	650	4.1	250	8.2	192	9/10
Mercedes-AMG C63 Edition 1	1264 287	350	650	4.1	250	8.2	192	9/10
Mercedes AMG C63 S	1217 595	375	700	4.0	250	8.4	195	9/10
Mercedes AMG C63 S Edition 1	1392 595	375	700	4.0	250	8.4	195	9/10

EURO NCAP: ●●●●● L: 470cm W: 181cm H: 144cm
Boot: 480/1510 litres Fuel Tank: 66 litres

C-Class coupé

Heavily facelifted car gets a much posher interior.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
C180 coupé	482 875	115	250	8.5	225	6.4	149	8/10
C180 coupé auto	501 170	115	250	8.5	223	6.3	147	8/10
C250 coupé	590 112	150	310	7.2	240	7.0	163	8/10
C250CDI coupé	591 049	150	500	7.1	240	5.3	139	8/10
C350 coupé	702 514	225	370	6.0	250	7.0	164	8/10
C63 AMG coupé	1101 316	336	600	4.4	250	12.0	280	8/10
C63 AMG coupé Edition 507	1223 316	373	610	4.2	280	12.0	280	8/10
C63 AMG coupé Legacy Edition	1556 816	373	610	4.2	280	12.0	280	8/10

EURO NCAP: ●●●●● L: 459/471cm W: 177/180cm H: 141/139cm Boot: 485-1500/450 litres Fuel Tank: 59/66 litres

Vito

Rear wheel drive commercial vehicle from Merc. Gets a lot of stuff done whilst making its blue collar driver feel quite bourgeois.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
111 CDI Tourer Pro	516 272	84	270	n/a	n/a	6.3	164	6/10

The hardest part is choosing which one you want.

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114 CDI Tourer Pro	540 315	100	330	n/a	n/a	6.4	164	6/10
116 CDI Tourer Pro	572 348	120	380	n/a	n/a	5.8	154	7/10
116 CDI Tourer Select	676 088	120	380	n/a	n/a	5.8	154	7/10
119 CDI Tourer Select	744 386	140	440	n/a	n/a	5.8	153	7/10

EURO NCAP: n/a L: 514cm W: 193cm H: 189cm
Boot: n/a litres Fuel Tank: 70 litres

GLC



Take one Merc G-Class Estate, add a bit of length, some height and a pinch of off-road ability. Et viola – the GLC.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
GLC220d	602 260	125	400	8.3	210	5.5	143	7/10
GLC250d	622 260	150	500	7.6	222	5.5	143	8/10
GLC250	609 620	155	350	7.3	222	7.1	166	7/10
GLC300	660 748	175	370	n/a	n/a	7.6	177	8/10

EURO NCAP: n/a L: 466cm W: 189cm H: 164cm Boot: 550 litres Fuel Tank: 50 (220d, 250d) / 66 (250, 300) litres

V-Class



The artist formerly known as Viano has been doused with premiumness and given the correct badge at last. Hoteliers rejoice.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
V200CDI	695 981	100	330	14.0	183	6.5	171	6/10
V200CDI auto	719 981	100	330	12.9	181	6.1	159	6/10
V220CDI	726 875	120	380	11.9	194	6.1	159	7/10
V220CDI auto	750 875	120	380	10.9	195	5.9	154	7/10
V250 BlueTec	782 416	140	440	9.1	206	6.0	158	7/10
V220CDI Avantgarde	949 175	120	380	10.9	195	5.9	154	7/10
V250 BlueTec Avantgarde	984 196	140	440	9.1	206	6.0	158	7/10

EURO NCAP: n/a L: 514cm W: 193cm H: 188cm
Boot: 1030 litres Fuel Tank: 57 litres

SLK



Third-gen SLK moves the game on yet again. Gadgets galore, including a roof which changes opacity, plus a chassis that drives better.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
SLK200	648 778	135	300	7.0	240	6.5	150	6/10
SLK200 auto	667 688	135	300	6.9	237	6.6	154	6/10
SLK300	722 462	180	370	5.8	250	6.2	144	6/10
SLK350	856 022	225	370	5.6	250	7.2	167	7/10
SLK55 AMG	1 113 595	310	540	4.6	250	8.4	195	8/10

EURO NCAP: n/a L: 413cm W: 181cm H: 130cm
Boot: 225/335 litres Fuel Tank: 66 litres

E-Class sedan / estate



Ooh, fancy nose! Better than the A-Class's. Merc's big executive has got its mojo back. Self-confident, relaxed and refined.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
E200	635 778	135	300	7.9	233	5.8	150	7/10
E250	673 278	155	350	7.4	243	5.8	150	7/10
E250 estate	732 494	155	350	7.8	233	6.3	156	7/10
E250CDI	681 642	155	350	7.8	233	6.3	166	7/10
E300 BlueTec Hybrid	835 000	150	590	7.5	242	4.2	119	7/10
E350 BlueTec	841 096	185	620	6.6	250	6.0	157	7/10
E400	867 469	245	480	5.3	250	7.9	185	7/10
E500	1 095 031	300	600	4.9	250	8.9	209	7/10
E63 AMG	1 502 986	410	720	4.2	250	9.8	230	7/10
E63 AMG S	1 644 591	430	800	4.1	250	9.9	232	7/10

EURO NCAP: ●●●●● L: 488/490cm W: 185/187cm H: 145/151cm
Boot: 490/505/540 (695-1950 estate) litres Fuel Tank: 80 litres

E-Class coupé / cabriolet

E250 coupé	663 557	155	350	7.1	250	6.1	142	7/10
E250CDI coupé	684 123	150	500	7.3	247	4.9	129	7/10
E250 cabriolet	749 278	155	350	7.5	245	6.5	150	7/10
E400 coupé	895 348	245	480	5.2	250	7.6	177	7/10
E400 cabriolet	980 869	245	480	5.3	250	7.9	185	9/10
E500 coupé	1 074 431	300	600	4.8	250	8.9	209	7/10
E500 cabriolet	1 144 142	300	600	4.9	250	9.1	213	9/10

EURO NCAP: ●●●●● L: 470/475cm W: 179cm H: 140cm
Boot: 450 (300-390 cabriolet) litres Fuel Tank: 66 litres

CLS



One of the most competent cars in Merc's range. It no longer defines cool like the first model did, but ride/engines/quality are all top drawer.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
CLS250CDI	807 447	150	500	7.5	242	5.3	138	7/10
CLS350 BlueTec	948 857	190	620	6.5	250	5.4	142	7/10
CLS400	947 353	245	480	5.3	250	7.3	179	8/10
CLS500	1 195 305	300	600	4.8	250	8.5	199	7/10
CLS63 AMG S	1 707 389	430	800	4.1	250	9.9	231	7/10

EURO NCAP: n/a L: 494/496/500cm W: 188cm H: 142cm
Boot: 520 (590-1150 Shooting Brake) litres Fuel Tank: 80 litres

GLE



GLE as it is now called does nothing to lift it above rivals, except look a bit strange. Which is hardly encouraging for buyers.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
GLE250d	866 694	150	500	8.6	210	5.9	156	8/10
GLE350d	970 053	190	620	7.1	225	6.6	179	7/10
GLE400	968 747	245	480	6.1	247	9.2	215	7/10
GLE500	1 181 287	320	700	5.3	250	11.5	269	7/10
Mercedes AMG GLE63	1 726 006	410	700	4.3	250	11.8	276	8/10
Mercedes AMG GLE63 S	1 855 006	430	760	4.2	250	11.8	276	8/10

EURO NCAP: ●●●●● L: 480cm W: 193cm H: 180cm
Boot: 690/2010 litres Fuel Tank: 70/78/93 litres

GLE coupé



Mercedes-Benz makes a BMW X6. Stupid. Pointless. They'll sell millions of the stuff.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
GLE350d coupé	1 006 774	190	620	7.0	226	7.2	187	6/10
GLE450 AMG coupé	1 110 057	270	520	5.7	248	9.4	219	6/10
Mercedes AMG GLE63 S coupé	1 876 111	430	760	4.2	250	11.9	278	7/10

EURO NCAP: n/a L: 490cm W: 200cm H: 170cm
Boot: 650-1720 litres Fuel Tank: 93 litres

GL



The GL is basically the bigger, seven-seat version of the ML. As above, but longer.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
GL350 BlueTec	1 163 031	190	620	7.9	220	8.0	209	6/10
GL500	1 324 387	320	700	5.4	250	11.5	269	7/10
GL63 AMG	1 991 537	410	760	4.9	250	12.3	288	7/10

EURO NCAP: n/a L: 512cm W: 193cm H: 185cm
Boot: 2300 litres Fuel Tank: 100 litres

G-Class



Revamp of the iconic G-Wagen sees new engines and a tarted-up interior. Still quite a boxy-cool thing.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
G300CDI Professional	1 053 986	135	400	12.3	160	11.7	307	7/10
G350d	1 435 955	180	600	8.8	192	9.9	261	7/10
G500	1 564 393	285	530	6.1	210	14.9	348	7/10
Mercedes AMG G63	2 176 725	420	760	5.4	210	13.8	322	7/10

EURO NCAP: n/a L: 466cm W: 176cm H: 193cm
Boot: 480/2250 litres Fuel Tank: 96 litres

SL



Perhaps the best all-round, usable hard-top convertible on sale today. Practical, fast, excellent quality and dynamics.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
SL400	1 267 253	245	480	5.2	250	7.7	179	6/10
SL500	1 611 944	320	700	4.6	250	9.2	214	6/10
SL63 AMG	2 152 789	430	900	4.2	250	9.9	231	7/10
SL65 AMG	2 790 990	463	1000	4.0	300	11.6	270	7/10

EURO NCAP: n/a L: 462cm W: 188cm H: 132cm
Boot: 504 litres Fuel Tank: 65/75 litres

S-Class



Meet the saloon that is single-handedly defending the luxury class from the SUV incursion. S is for sublime.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
S350 BlueTec	1 324 391	190	620	6.8	250	5.9	155	9/10
S350 BlueTec L	1 361 399	190	620	6.8	250	6.0	158	9/10
S400 Hybrid	1 338 901	245e	370+e	6.8	250	6.8	159	8/10
S400 Hybrid L	1 375 601	245e	370+e	6.8	250	6.8	159	8/10
S400 L	1 371 054	245	480	5.3	250	7.7	179	8/10
S500	1 721 742	335	700	4.8	250	9.1	213	9/10
S500 L	1 760 442	335	700	4.8	250	9.1	213	9/10
S63 AMG	2 361 204	430	900	4.4	250	10.1	237	9/10
S63 AMG L	2 398 604	430	900	4.4	250	10.1	237	9/10
S600 L	2 271 574	390	830	4.6	250	11.3	264	9/10
S65 AMG L	2 972 813	463	1000	4.3	250	11.9	279	9/10

EURO NCAP: n/a L: 512/525cm W: 190cm H: 150cm
Boot: 510/530 litres Fuel Tank: 70/80 litres

S-Class coupé



The S-Class Coupe is Mercedes-Benz's spiked gauntlet in a velvet glove. All the power. All the glory. Those sexy lines.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
S500 coupé	1 921 618	335	700	4.6	250	8.8	204	9/10
S63 AMG coupé	2 511 104	430	900	4.2	250	10.1	237	9/10
S65 AMG coupé	3 087 013	463	1000	4.1	250	11.9	279	9/10

EURO NCAP: n/a L: 503cm W: 190cm H: 141cm
Boot: 400 litres Fuel Tank: 80 litres

GT



AMG gets serious about hammering Porsche. Doesn't quite have a 911's finesse, but boy does it make you feel good.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Mercedes-AMG GT	1 651 850	340	600	4.0	304	9.3	216	9/10
Mercedes AMG GT S	1 991 670	375	650	3.8	310	9.6	224	9/10
Mercedes AMG GT S Edition 1	2 202 670	375	650	3.8	310	9.6	224	9/10

EURO NCAP: n/a L: 455cm W: 194cm H: 129cm
Boot: 350 litres Fuel Tank: 75 litres

Mercedes-Maybach S-Class



Resurrected. Cheap Maybachs. What is the point? S-Class shows far better taste, spoil yourself with some options.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Mercedes Maybach S500	2 058 926	335	700	5.0	250	8.9	207	7/10
Mercedes Maybach S600	2 565 800	390	830	5.0	250	11.7	274	7/10

EURO NCAP: n/a L: 545cm W: 190cm H: 150cm
Boot: 500 litres Fuel Tank: 80 litres

MG

TopGear on MG:

Once British. Now Chinese. Reversal of the opium wars. Make for very ironic Hong Kong democracy protest fleet vehicles.

MG3



After the startling success of the MG6, MG unleashes a supermini on the world. World can hardly believe its luck.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5	159 900	78	135	11.5	174	5.9	138	3/10
1.5 Wired	185 900	78	135	11.5	174	5.9	138	3/10
1.5 Style	199 900	78	135	11.5	174	5.9	138	3/10
1.5 Style R	210 000	88	135	n/a	174	5.9	138	3/10

EURO NCAP: n/a L: 402cm W: 173cm H: 151cm
Boot: 285 litres Fuel Tank: 45 litres

MG6



OK effort for a Chinese-English car, but is let down by driver interface.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
saloon 1.8T Comfort	249 900	118	215	8.4	193	7.9	184	3/10
saloon 1.8T R Comfort	270 900	118	215	8.4	193	7.9	184	3/10
saloon 1.8T RG Motorsport	299 900	165	315	n/a	n/a	7.9	184	3/10
saloon 1.8T Luxury	259 900	118	215	8.4	193	7.9	184	3/10
saloon 1.8T Deluxe	289 900	118	215	8.4	193	7.9	184	3/10
saloon 1.8T R Deluxe	309 900	118	215	8.4	193	7.9	184	3/10
saloon 1.8T RG Motorsport	330 900	165	315	n/a	n/a	7.9	184	3/10
fastback 1.8T Comfort	249 900	118	215	8.4	193	7.9	184	3/10
fastback 1.8T R Comfort	270 900	118	215	8.4	193	7.9	184	3/10
fastback 1.8T RG Motorsport	299 900	165	315	n/a	n/a	7.9	184	3/10
fastback 1.8T Luxury	259 900	118	215	8.4	193	7.9	184	3/10
fastback 1.8T Deluxe	289 900	118	215	8.4	193	7.9	184	3/10



fastback 1.8T R Deluxe	309900	118	215	8.4	193	7.9	184	3/10
fastback 1.8T RG Motorsport	330900	165	315	n/a	n/a	7.9	184	3/10

EURO NCAP: n/a L: 465cm W: 183cm H: 148cm
Boot: 472/1268 litres Fuel Tank: 62 litres

MINI

TopGear on MINI:
BMW's British hatchback a delightful driver's car with appeal diluted by having spawned way too many derivatives for its own good.

Hatch



Yes, it's bigger, and no, that isn't necessarily a good thing. Apart from that, the new Mini is predictably excellent.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
One 3-door	259800	75	160	9.9	195	4.9	113	6/10
One 5-door	269800	75	160	10.1	192	4.8	112	6/10
Cooper 3-door	303500	100	230	7.9	210	4.7	110	7/10
Cooper 3-door auto	320400	100	230	7.8	210	4.9	115	7/10
Cooper 5-door	312500	100	230	8.2	207	4.9	114	8/10
Cooper 5-door auto	329400	100	230	8.1	207	5.0	116	8/10
Cooper S 3-door	371847	141	300	6.8	235	5.9	138	7/10
Cooper S 3-door auto	387618	141	300	6.7	233	5.5	127	7/10
Cooper S 5-door	383052	141	300	6.9	232	6.0	140	8/10
Cooper S 5-door auto	398823	141	300	6.8	232	5.5	129	8/10
John Cooper Works 3 dr	421694	170	320	6.3	246	6.7	156	8/10
John Cooper Works 3 dr auto	441436	170	320	6.1	246	5.8	134	8/10

EURO NCAP: n/a L: 382-385/398-400cm W: 173 H: 141/143cm Boot: 211/278 litres Fuel Tank: 40/44 litres

Countryman



The MINI bulks up to become a sort of mild crossover with the option of ALL-4 four-wheel drive. No one is sure why.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Cooper	343283	90	160	10.5	190	6.5	152	5/10
Cooper auto	362748	90	160	11.6	182	7.6	177	5/10
Cooper S	404488	140	260	7.5	216	6.6	154	6/10
Cooper S auto	423543	140	260	7.8	212	7.5	175	5/10
John Cooper Works ALL4	501272	160	300	7.0	225	8.0	186	5/10
John Cooper Works ALL4 auto	518890	160	300	7.0	223	8.3	193	5/10

EURO NCAP: ●●●●● L: 410/413cm W: 179cm H: 156cm
Boot: 350-1170 litres Fuel Tank: 47 litres

Paceman



Another car we didn't ask for, from a company with seemingly few ideas. What's the Paceman for, Mini?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Cooper S	404488	140	260	7.4	218	6.6	154	5/10
Cooper S auto	423543	140	260	7.7	214	7.5	175	5/10
John Cooper Works ALL4	501272	160	300	6.9	226	8.0	186	6/10
John Cooper Works ALL4 auto	518890	160	300	6.9	224	8.3	193	5/10

EURO NCAP: n/a L: 410/413cm W: 179cm H: 156cm
Boot: 330-1080 litres Fuel Tank: 47 litres

MITSUBISHI

TopGear on Mitsubishi:
Once dominant Dakar racing and WRC brand trading on past glories. Pajero Sport's a rather convincing Fortuner rival, though.

Mirage



Mitsubishi have made a Micra. Really though, you deserve better than this.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 GL	134900	57	100	11.7	180	4.9	115	4/10
1.2 GLX	144900	57	100	11.7	180	4.9	115	4/10
1.2 GLS	154900	57	100	11.7	180	4.9	115	4/10

EURO NCAP: n/a L: 371cm W: 166cm H: 150cm
Boot: n/a litres Fuel Tank: 35 litres

ASX



A small crossover that covers a lot of bases. Looks good and drives well, but a bit vanilla.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 GL	299900	110	197	9.6	194	7.5	175	6/10
2.0 GLX	334900	110	197	9.6	194	7.5	175	6/10
2.0 GLS	347900	110	197	9.6	194	7.5	175	6/10
2.0 GLS auto	359900	110	197	11.5	190	7.6	178	6/10

EURO NCAP: n/a L: 430cm W: 177cm H: 163cm
Boot: 1193 litres Fuel Tank: 63 litres

Triton



Neither the prettiest, nor best in class.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 GL	179900	97	202	n/a	163	10.2	2426	4/10
2.4 GLX	194900	97	202	n/a	163	10.2	2426	4/10
2.5DI-D GL	204900	100	314	n/a	167	8.1	2126	5/10
2.5DI-D GLX	244900	100	314	n/a	167	8.1	2126	5/10
2.5DI-D ClubCab	299900	100	314	n/a	167	8.2	2146	5/10
2.5DI D double cab	359900	100	314	n/a	167	8.3	2166	5/10
2.5DI D 4x4 double cab	429900	131	400	n/a	n/a	8.6	2256	7/10

EURO NCAP: ●●●●● L: 517cm W: 175cm H: 178cm
Boot: n/a litres Fuel Tank: 75 litres

Outlander



Its back, and it's better than ever. It couldn't have been much worse really.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 GLS Exceed	439900	123	222	n/a	n/a	8.2	192	6/10

EURO NCAP: ●●●●● L: 466cm W: 180cm H: 168cm
Boot: 477-1608 litres Fuel Tank: 60 litres

Pajero Sport



Reasonably well-specced bakkie-based bruiser. Best Fortuner rival.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5DI-D	449900	131	350	12.0	176	8.5	225	6/10
2.5DI D 4x4	484900	131	400	11.0	179	7.8	206	6/10
2.5DI D 4x4 auto	499900	131	350	12.0	176	8.5	225	7/10

EURO NCAP: n/a L: 470cm W: 182cm H: 184cm
Boot: 1790 litres Fuel Tank: 70 litres

Pajero



Venerable old school 4x4 with the appearance of a very dynamic block of flats.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3-door 3.2DI-D GLS	579900	140	441	12.0	180	10.1	245	n/d
5 door 3.2DI D GLS	649900	140	441	12.3	175	10.1	245	n/d
5 door 3.2DI D GLS Exceed	669900	140	441	12.3	175	10.1	245	n/d

EURO NCAP: n/a L: 439/490cm W: 188cm H: 187cm
Boot: 1790 litres Fuel Tank: 88 litres

Lancer



Evo X was a supercar killer, when it was launched way back in 2007. No WRC heritage anymore. No point either.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Evolution X	699900	217	366	4.7	250	10.8	256	7/10

EURO NCAP: n/a L: 451cm W: 181cm H: 148cm
Boot: 400 litres Fuel Tank: 55 litres

NISSAN

TopGear on Nissan:
Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

Micra



If you distil blandness into supermini form you get the latest generation Micra. It does great three-point turns. Yawn.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 Visia+	150500	56	104	13.2	166	5.2	124	4/10
1.5 Tekna	182000	73	134	11.0	180	6.3	150	4/10

EURO NCAP: ●●●●● L: 378cm W: 167cm H: 152cm
Boot: 265/511 litres Fuel Tank: 41 litres

NP200



Tough Pretoria-built bakkie with class-leading space .

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6i	143200	64	128	n/a	n/a	8.1	192	6/10
1.6i pack	161000	64	128	n/a	n/a	8.1	192	6/10
1.6i Stealth	174600	64	128	n/a	n/a	8.1	192	6/10
1.6 16v S	174100	77	148	n/a	n/a	8.0	189	7/10
1.6 16v SE	204900	77	148	n/a	n/a	8.0	189	7/10
1.5dCi pack	203900	63	200	n/a	n/a	5.3	140	6/10
1.5dCi SE	228000	63	200	n/a	n/a	5.3	140	6/10

EURO NCAP: n/a L: 450cm W: 174cm H: 155cm
Boot: n/a litres Fuel Tank: 50 litres

Almera



Nissan's Tiida replacement has arrived. Big on space, non-existent on style or fun.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.5 Acenta	186000	73	134	n/a	183	6.3	149	5/10
1.5 Acenta auto	197900	73	134	n/a	183	7.2	171	5/10

EURO NCAP: N/A L: 443cm W: 170cm H: 151cm
Boot: 490 litres Fuel Tank: 41 litres

Sentra



It's a Corolla rival, and a goodish one at that. One engine option means it's somewhat limited.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Acenta	238100	85	154	n/a	180	6.6	156	6/10
1.6 Acenta auto	261500	85	154	n/a	180	6.2	149	6/10

EURO NCAP: N/A L: 461cm W: 176cm H: 150cm
Boot: 510 litres Fuel Tank: 52 litres

NV200



Delivery van and shuttle from Nissan. Nice if you have a guesthouse or kitchen outfitting business.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Combi 1.6i Visia	286100	81	153	n/a	n/a	7.3	169	5/10
Combi 1.5dCi Visia	313000	66	200	n/a	n/a	5.1	134	5/10

EURO NCAP: N/A L: 440cm W: 170cm H: 186cm
Boot: 3100 litres Fuel Tank: 55 litres

NP300 Hardbody



Rugged die-hard workhorse that's getting a bit long in the tooth.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0	166900	84	169	n/a	n/a	10.0	237	5/10
2.5TDi	196600	98	304	n/a	n/a	8.0	211	5/10
2.5TDi Hi-rider	267800	98	304	n/a	n/a	8.0	211	6/10
2.4 4x4	271800	105	205	n/a	n/a	11.1	261	6/10
2.5TDi 4x4 double cab	302200	98	304	n/a	n/a	9.4	247	6/10
2.5TDi Hi-rider	341500	98	304	n/a	n/a	8.8	233	7/10
2.4 Hi rider	322400	105	205	n/a	n/a	11.0	259	6/10
2.4 4x4	389500	105	205	n/a	n/a	11.7	274	6/10

EURO NCAP: n/a L: 488/518cm W: 169cm H: 162/179cm
Boot: n/a litres Fuel Tank: 75 litres

Juke



Clever little SUV crossoever that looks like... well, looks like nothing else we can think of. Very nice if a little odd.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2T Acenta	258700	85	190	10.8	178	5.6	129	7/10
1.2T Acenta+	282100	85	190	10.8	178	5.6	129	7/10
1.5dCi Acenta+	304400	81	260	11.2	175	4.2	109	5/10
1.6T Tekna	330800	140	240	7.8	215	6.0	159	7/10
1.6T Tekna Techno	360200	140	240	7.8	215	6.0	159	7/10
1.6T 4WD Tekna	370300	140	240	8.2	200	6.5	169	7/10

EURO NCAP: ●●●●● L: 414cm W: 177cm H: 157cm
Boot: 251 litres Fuel Tank: 46 litres

The hardest part is choosing which one you want.

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Audi
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Qashqai



Nissan started the Qashqai craze, so the new one is predictably safe. It's better than ever for, you know, family stuff.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2T Visia	287500	85	190	10.9	185	6.2	144	6/10
1.2T Acenta	317800	85	190	10.9	185	6.2	144	6/10
1.2T Acenta auto	334200	85	165	12.9	173	6.2	144	6/10
1.5dCi Acenta	338800	81	260	11.9	182	4.2	109	6/10
1.6T Acenta	364800	120	240	9.1	200	6.2	144	7/10
1.6dCi Acenta auto	392100	96	320	11.1	183	4.9	129	7/10
1.6dCi AWD Acenta	393400	96	320	10.5	190	5.3	139	7/10

EURO NCAP: n/a L: 438cm W: 181cm H: 159cm
Boot: 430/1585 litres Fuel Tank: 65 litres

X-Trail



The X-Trail used to be a rufty-tufty thing. Now it's been emasculated. As a result, we think it's better. Fickle, us?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 XE	327700	106	200	11.1	193	8.3	197	6/10
2.5 4x4 SE	364200	126	233	10.5	190	8.3	197	7/10
1.6dCi XE	351000	96	320	10.5	188	5.1	134	6/10
1.6dCi 4x4 SE	388300	96	320	11.0	186	5.3	139	6/10
1.6dCi 4x4 LE	473600	96	320	11.0	186	5.3	139	7/10

EURO NCAP: n/a L: 464cm W: 182cm H: 171cm
Boot: 550-1405 litres Fuel Tank: 60 litres

Navara



He-Man meets Hermes. Luxury bakkie with an insanely powerful V6 diesel. Perfect for towing your GT-R.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
KingCab								
2.5dCi XE	362100	106	356	n/a	n/a	8.7	229	5/10
2.5dCi 4x4 XE	406400	128	403	n/a	n/a	9.0	238	5/10
double cab								
2.5dCi XE	379700	106	356	n/a	n/a	8.7	229	5/10
2.5dCi 4x4 XE	430600	128	403	n/a	n/a	9.0	238	6/10
2.5dCi LE	448300	128	403	n/a	n/a	8.3	217	6/10
2.5dCi 4x4 LE auto	514100	140	450	n/a	n/a	9.0	238	6/10
3.0dCi V6 4x4 LE	659500	170	550	9.3	195	9.3	246	6/10

EURO NCAP: ●●●● L: 523cm W: 185cm H: 177/191cm
Boot: n/a litres Fuel Tank: 80 litres

Leaf



The first mass-produced fully electric car. Very impressive, but is SA infrastructure up for it?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Leaf	492800	80e	254e	11.5	144	0.0	0	7/10

EURO NCAP: n/a L: 445cm W: 177cm
H: 155cm Boot: 450 litres

370Z



Z still looks great, but where's the fire-breathing manliness of the old one, Nissan? The 86 has highlighted some of this car's shortcomings.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
coupé	650200	245	363	5.3	250	10.5	248	7/10
coupé auto	668700	245	363	5.6	250	10.4	245	7/10

EURO NCAP: n/a L: 425cm W: 185cm H: 132cm
Boot: 235 litres Fuel Tank: 72 litres

Patrol



Built like a tank, drives like a tank, drinks like a tank.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.0DTi pick-up	511300	110	371	n/a	n/a	10.9	289	6/10
3.0Di GL	605000	118	380	18.8	160	10.8	287	7/10
4.8 GRX	698000	190	425	9.9	190	17.7	424	7/10

EURO NCAP: ●●●● L: 503/518cm W: 184/194cm H: 186cm
Boot: 1 115 litres Fuel Tank: 135/175 litres

GT-R



Cheap at twice the price, the GT-R is an uber-techy, violently capable, ruthlessly rapid speed machine. Just drive one.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Premium Edition	1490000	397	628	2.9	315	11.8	278	9/10
Black Edition	1542000	397	628	2.9	315	11.8	278	9/10

EURO NCAP: n/a L: 467cm W: 190cm H: 137cm
Boot: 315 litres Fuel Tank: 73 litres

OPEL

TopGear on Opel:

Regarded (alongside Ford) as perennial alternatives to Volkswagen and Toyota offerings, with excitement levels somewhere in between.

Adam



They called it the Adam. They should have called it the Cheryl. Cute, but short of panache. Blame it's upbringing.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4	191800	74	130	11.5	185	5.3	125	6/10
1.0T Jam	212000	85	170	9.9	196	5.1	119	6/10
1.0T Glam	235300	85	170	9.9	196	5.1	119	6/10

EURO NCAP: n/a L: 375cm W: 181cm H: 148cm
Boot: 170-484 litres Fuel Tank: 35 litres

Corsa



Lovely little 1.0 litre turbo, very refined and vastly improved all around. Maybe it's time to get into an Opel after all?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0T Essentia	185500	85	170	10.3	195	5.0	117	6/10
1.0T Enjoy	216200	85	170	10.3	195	5.0	117	6/10
1.0T Cosmo	236300	85	170	10.3	195	5.0	117	6/10
1.4 Enjoy auto	216500	66	130	13.9	171	6.0	140	5/10
1.4 Turbo Sport	255200	110	220	9.6	204	5.9	137	6/10

EURO NCAP: n/a L: 402cm W: 175cm H: 148cm
Boot: 285-1120 litres Fuel Tank: 45 litres

Mokka



Nice engine but not quite the Corsa crossover we hoped for. Noisy as a beehive over imperfect surfaces.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 Turbo Enjoy	288500	103	200	9.8	195	6.0	139	5/10
1.4 Turbo Enjoy auto	298500	103	200	10.7	191	6.6	154	5/10
1.4 Turbo Cosmo	325500	103	200	9.8	195	6.0	139	5/10
1.4 Turbo Cosmo auto	335500	103	200	10.7	191	6.6	154	5/10

EURO NCAP: n/a L: 428cm W: 176cm H: 166cm
Boot: 356-785 litres Fuel Tank: 52 litres

Astra



Keep it simple with a 1.4 Turbo petrol. Watch the costs, though: like the Focus, this is no longer a cheap car.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sedan 1.6 Essentia	264200	85	155	11.9	188	6.6	154	5/10
sedan 1.4 Turbo Essentia	276000	103	200	10.1	202	5.9	139	6/10
sedan 1.4 Turbo Enjoy	287400	103	200	10.1	202	5.9	139	6/10
sedan 1.4 Turbo Enjoy auto	297900	103	200	n/a	202	6.6	154	6/10
sedan 1.6 Turbo Cosmo	308600	132	266	8.7	221	6.8	159	6/10
hatch 1.6 Essentia	264200	85	155	11.7	188	5.9	139	5/10
hatch 1.4 Turbo Essentia	276000	103	200	9.9	202	5.9	138	5/10
hatch 1.4 Turbo Enjoy	287400	103	200	9.9	202	5.9	138	5/10
hatch 1.6 Turbo Sport	323100	132	266	8.5	221	6.8	159	6/10
GTC 1.6 Turbo Sport	351200	132	266	8.3	220	7.2	168	6/10
OPC	496300	206	400	6.2	250	8.1	189	8/10

EURO NCAP: ●●●●● L: 442/447/466cm W: 181/184cm
H: 148/150/151cm Boot: 370/380/460 litres Fuel Tank: 45 litres

Vivaro



Massive. Massively ugly.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.9CDTi Enjoy	419000	74	240	n/a	155	7.7	210	5/10

EURO NCAP: ●●●●● L: 478cm W: 190cm H: 197cm
Boot: 351/1216 litres Fuel Tank: 90 litres

PEUGEOT

TopGear on Peugeot:

Chassis-makers have rediscovered their mojo with 208 GTi and RCZ R, and the 308 is a sober revelation. Now do the Onyx, please.

107



Tiny city car that marks Peugeot's take on the Citroën C1 and Toyota Aygo. Not exactly fun-packed, but cheap and cute.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0 Urban	144000	50	93	13.5	160	4.3	99	5/10
1.0 Trendy	155300	50	93	13.5	160	4.3	99	5/10

EURO NCAP: ●●●● L: 343cm W: 163cm H: 147cm
Boot: 139/751 litres Fuel Tank: 35 litres

208



Congratulations Peugeot, it's only taken you 25 years to reimagine the 205. 208 is light, likeable and French. In a good way.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
5-door 1.0 Access	168800	50	95	14.0	163	4.3	99	6/10
5-door 1.2 Access	189500	60	118	12.2	175	4.5	104	6/10
5-door 1.2 Active	200900	60	118	12.2	175	4.5	104	6/10
5-door 1.6HDi Active	223000	68	230	10.9	185	3.8	98	6/10
5-door 1.6 Allure	238900	88	160	8.9	190	5.8	134	6/10
5 door 1.6 Allure auto	254900	88	160	11.9	190	6.7	154	6/10
3 door GTi	309900	147	275	6.8	230	5.9	139	7/10

EURO NCAP: ●●●●● L: 396cm W: 172cm H: 146cm
Boot: 285 litres Fuel Tank: 50 litres

2008



High-rise supermini that's increasingly popular in the wake of the Juke. A little mash-up which just about works.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Active	249900	88	160	9.5	196	5.9	135	5/10
1.6 Allure	277900	88	160	9.5	196	5.9	135	5/10

EURO NCAP: n/a L: 416cm W: 174cm H: 156cm
Boot: 360 litres Fuel Tank: 50 litres

308



Well, knock us down with a feather, out of nowhere, Peugeot gives us a hatch that is good to drive. Gobs smacked.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2T Active	275900	81	205	11.1	188	4.6	105	7/10
1.2T GT Line	329900	96	230	9.6	207	4.8	110	7/10
1.6T GT	369900	151	285	7.5	235	5.6	130	7/10

EURO NCAP: n/a L: 425cm W: 180cm H: 146cm
Boot: 420-1228 litres Fuel Tank: 53 litres

3008



Yet another odd crossover, this time based on the 308 chassis. Aimed at families.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Access	289900	88	160	13.3	n/a	6.7	155	5/10
1.6T Active	339000	115	240	8.9	202	6.9	159	5/10
2.0HDi Allure	417300	120	340	10.2	190	6.1	159	6/10

EURO NCAP: ●●●●● L: 437cm W: 184cm H: 164cm
Boot: 432-1604 litres Fuel Tank: 60 litres

508



Peugeot's replacement for the 407 is actually quite nice in an average sort of way. Facelifted.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6T Active	387900	115	240	8.6	222	6.4	149	6/10
1.6T Allure	408900	115	240	9.2	220	7.1	164	7/10

EURO NCAP: ●●●●● L: 479cm W: 185cm H: 155cm
Boot: 497 litres Fuel Tank: 72 litres

RCZ



Peugeot's stunning coupe marks a renaissance. Good-looking and fun to to drive, tolerable value. Now go buy an Audi TT.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6T	539900	147	275	7.5	240	6.7	155	7/10



1.6T auto	542900	115	240	8.4	213	7.3	168	7/10

EURO NCAP: n/a L: 423cm W: 185cm H: 136cm
Boot: 309 litres Fuel Tank: 55 litres

PORSCHE

TopGear on Porsche:
Irritatingly great to drive, even when it's a 4x4. There's a reason every sports car is dubbed "911-fighter"...

Boxster

The best sports-roadster on sale, bar none. Don't go anywhere else if you can afford it. The S betters Jaguar's F-Type...



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Boxster	780 000	195	280	5.7	262	7.9	183	8/10
Boxster Black Edition	895 000	195	280	5.7	262	7.9	183	8/10
S	824 000	232	360	5.0	277	8.2	190	9/10
GTS	948 000	243	370	4.9	279	8.2	190	9/10
Spyder	1 010 000	276	420	4.5	290	9.9	230	9/10

EURO NCAP: n/a L: 423cm W: 185cm H: 136cm
Boot: 309 litres Fuel Tank: 55 litres

Cayman

The 911's poor relation? Only if you're a social climber. The Cayman is the purer, more satisfying driver's car.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Cayman	783 000	202	290	5.6	264	7.9	183	8/10
S	880 000	239	370	4.9	281	8.2	190	8/10
GTS	1 026 000	250	380	4.8	283	8.2	190	9/10
GT4	1 136 000	283	420	4.4	295	10.3	238	9/10

EURO NCAP: n/a L: 438cm W: 180cm H: 129cm
Boot: 425 litres Fuel Tank: 64 litres

Macan

Porsche's Range Rover Evoque is a tidy looker that has image by the bucket-load. Thus, soon to be seen everywhere...



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
S diesel	884 000	180	580	6.3	230	6.1	159	8/10
S	904 000	250	460	5.4	254	8.7	204	8/10
turbo	1 275 000	294	550	4.8	266	8.9	208	8/10

EURO NCAP: n/a L: 468/470cm W: 192cm H: 162cm
Boot: 500-1500 litres Fuel Tank: 60/65/75 litres

Cayenne

Sporting SUV that's extremely capable and now slightly better to look at and no longer has a ride that does bad things to your spine.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Cayenne	852 000	220	400	7.7	230	9.2	215	7/10
diesel	933 000	180	550	7.3	221	6.6	173	8/10
S	998 000	309	550	5.5	259	9.5	223	7/10
S e-hybrid	1 147 000	306e	590e	5.9	243	3.4	79	7/10
S diesel	1 165 000	283	850	5.4	252	8.0	209	7/10
GTS	1 176 000	324	600	5.2	262	9.8	228	8/10
turbo	1 779 000	382	750	4.5	279	11.2	261	8/10
turbo S	2 255 000	419	800	4.1	284	11.5	267	8/10

EURO NCAP: n/a L: 484cm W: 194cm H: 171cm
Boot: 670/1780 litres

Panamera

Four-door, four-seat family Porsche. Very fast, quite hard to fall in love with apart from the rather outrageous GTS model.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Panamera	1 011 000	228	400	6.3	259	8.4	196	7/10
Panamera Edition	1 055 000	228	400	6.3	259	8.4	196	7/10
diesel	1 039 000	221	650	6.0	259	6.4	169	7/10
diesel Edition	1 079 000	221	650	6.0	259	6.4	169	7/10
4	1 051 000	228	400	6.1	257	8.7	203	7/10
4 Edition	1 084 000	228	400	6.1	257	8.7	203	7/10
S	1 319 000	309	520	5.1	287	8.7	204	8/10
S e-hybrid	1 322 000	306e	590e	5.5	270	3.1	71	7/10
4S	1 356 000	309	520	4.8	286	8.9	208	7/10
GTS	1 525 000	324	520	4.4	288	10.7	249	7/10
turbo	2 118 000	382	770	4.1	303	10.2	239	8/10
turbo S	2 591 000	419	800	3.8	310	10.2	239	9/10

EURO NCAP: n/a L: 497cm W: 193cm H: 142cm
Boot: 445/1263 litres

911

Styling is evolutionary and cabin shared with Panamera, but this is Porsche proving it's the world's best sports car builder.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Carrera coupé	1 159 000	257	390	4.6	287	8.2	191	9/10
Carrera coupé Black Edition	1 219 000	257	390	4.6	287	8.2	191	8/10
Carrera 4 coupé	1 277 000	257	390	4.7	283	8.6	200	8/10
Carrera 4 coupé Black Edition	1 329 000	257	390	4.7	283	8.6	200	8/10
Carrera S coupé	1 329 000	294	440	4.3	302	8.7	202	9/10
Carrera 4S coupé	1 434 000	294	440	4.3	297	9.1	212	9/10
Carrera cabriolet	1 300 000	257	390	4.8	284	8.4	195	8/10
Carrera cabriolet Black Edition	1 330 000	257	390	4.8	284	8.4	195	8/10
Carrera 4 cabriolet	1 411 000	257	390	4.9	280	8.7	202	8/10
Carrera 4 cabriolet Black Edition	1 428 000	257	390	4.9	280	8.7	202	8/10
Carrera S cabriolet	1 456 000	294	440	4.5	299	8.9	207	8/10
Carrera 4S cabriolet	1 575 000	294	440	4.5	294	9.2	214	8/10
Carrera GTS coupé	1 484 000	316	440	4.0	304	8.7	202	8/10
Carrera 4 GTS coupé	1 587 000	316	440	4.0	302	9.1	212	9/10
Carrera GTS cabriolet	1 609 000	316	440	4.2	302	8.9	207	8/10
Carrera 4 GTS cabriolet	1 727 000	316	440	4.2	301	9.2	214	9/10
targa 4	1 411 000	257	390	5.0	280	8.7	204	8/10
targa 4S	1 575 000	294	440	4.6	294	9.2	214	9/10
targa 4 GTS	1 728 000	316	440	4.3	301	9.2	214	9/10
GT3	2 295 000	350	440	3.5	315	12.4	289	9/10
GT3 RS	2 771 000	368	460	3.3	310	12.7	296	9/10
turbo coupé	2 439 000	383	660	3.2	315	9.7	227	9/10
turbo cabriolet	2 565 000	383	660	3.3	315	9.9	231	9/10
turbo S coupé	2 890 000	412	750	3.1	318	9.7	227	9/10
turbo S cabriolet	3 072 000	412	750	3.2	318	9.9	231	9/10

EURO NCAP: n/a L: 449cm W: 181cm H: 130cm
Boot: 135 litres

RENAULT

TopGear on Renault:
Still a pervading sense of flimsiness about Renaults. We hope the ageing RS Mégane isn't the end of an era.

Sandero

Far prettier than before, still spacious, indestructible and sold at a cheap price.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
66kW turbo Expression	129 900	66	135	11.1	175	5.2	119	7/10
66kW turbo Dynamique	152 900	66	135	11.1	175	5.2	119	7/10
Stepway 66kW turbo	174 900	66	135	11.1	168	5.4	124	7/10

EURO NCAP: n/a L: 402cm W: 175cm H: 153/156cm
Boot: 165/959 litres Fuel Tank: 50 litres

Clio

A return to form for Renault. Clio 4 is good-looking and drives well. Just avoid the gutless lower-powered 55kW one.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
55kW Authentique	172 900	55	107	15.4	167	5.5	127	6/10
66kW turbo Expression	199 900	70	150	12.2	182	4.5	104	7/10
66kW turbo Dynamique	219 900	70	150	12.2	182	4.5	104	7/10
66kW turbo GT-Line	229 900	70	150	12.2	182	4.5	105	7/10
RS 200 Lux	309 900	147	240	6.7	230	6.3	144	8/10
RS 200 Cup	339 900	147	240	6.7	230	6.3	144	8/10

EURO NCAP: ●●●●● L: 406cm W: 173cm H: 149cm
Boot: 300/1146 litres Fuel Tank: 45 litres

Duster

Simple, tenacious, high riding cross-over hatch. Gets James May fizzing properly.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Expression	215 900	77	148	11.5	165	7.6	181	7/10
1.6 Dynamique	233 900	77	148	11.5	165	7.6	181	7/10
1.5dCi Dynamique	254 900	80	240	12.2	169	4.8	127	7/10
1.5dCi Dynamique 4WD	269 900	80	240	12.8	168	5.2	135	7/10

EURO NCAP: n/a L: 432cm W: 182cm H: 163cm
Boot: 475 litres Fuel Tank: 50 litres

Captur

Renault's take on Juke that's, perhaps unsurprisingly, more style than substance. Get a Clio instead.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
66kW turbo Expression	219 900	66	135	12.9	171	4.9	115	6/10
66kW turbo Dynamique	239 900	66	135	12.9	171	4.9	115	6/10
88kW turbo Dynamique auto	279 900	88	190	10.9	192	5.4	125	6/10

EURO NCAP: n/a L: 432cm W: 182cm H: 163cm
Boot: 475 litres Fuel Tank: 50 litres

Fluence

Spacious and well-specced, but have you seen any of these on the road? We haven't.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Expression	244 900	82	151	11.5	185	6.8	155	6/10
2.0 Dynamique	289 900	103	195	9.9	200	7.9	182	6/10
2.0 Dynamique auto	299 900	103	195	10.1	195	7.7	178	6/10

EURO NCAP: ●●●●● L: 470cm W: 181cm H: 145cm
Boot: 450/1375 litres Fuel Tank: 66 litres

Mégane

It's lost the fat arse, which is A Good Thing. Build quality is much improved, pace and driving are above average, too.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 81kW Dynamique	259 900	81	151	10.5	190	6.9	159	7/10
hatch 97kW turbo GT Line	289 900	97	225	9.7	200	5.4	124	6/10
hatch 162kW turbo GT	339 900	162	340	7.6	240	7.3	169	6/10
coupé 81kW Dynamique	259 900	81	151	10.5	190	6.9	159	7/10
coupé 97kW turbo GT Line	289 900	97	225	9.7	200	5.4	124	6/10
coupé 162kW turbo GT	339 900	162	340	7.6	240	7.3	169	6/10
RS Lux 265	389 900	195	360	6.0	255	8.2	190	7/10
RS Trophy 275	449 900	201	360	6.0	255	7.5	174	8/10

EURO NCAP: ●●●●● L: 430/449cm W: 181cm H: 145cm
Boot: 372/1162 litres Fuel Tank: 60 litres

Koleos

Facelift features more spec and a new face, but this one looks just like a SsangYong Korando. And that's not good.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5 Dynamique	339 900	126	226	9.0	193	9.6	230	6/10
2.5 4x4 Dynamique	369 900	126	226	9.3	190	9.9	237	6/10
2.5 4x4 Dynamique auto	399 900	126	226	9.3	183	9.6	228	6/10

EURO NCAP: n/a L: 452cm W: 187cm H: 170cm
Boot: 450-1380 litres Fuel Tank: 65 litres

ROLLS-ROYCE

TopGear on Rolls-Royce:
Wheeled pleasure-yachts that've seen off the challenge of Maybach, and offer more charm than Bentley.

Ghost

A cut-price Rolls? Not really. Luxury still here by the decanter-load. And don't think it's 'small' – parking will still be a skilled process.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Ghost	POA	420	780	4.9	250	14.0	327	8/10
Extended Wheelbase	POA	420	780	5.0	250	14.1	329	8/10

EURO NCAP: n/a L: 540/557cm W: 195cm H: 155cm
Boot: 490 litres Fuel Tank: 83 litres

Wraith

If the Grand Tourer still existed, this is how the aristocracy would get to Vienna. A majestic symbol of Britain.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Wraith	POA	465	800	4.6	250	14.0	327	9/10

EURO NCAP: n/a L:526cm W: 194cm H: 150cm
Boot: 470 litres Fuel Tank: 82 litres

The hardest part is choosing which one you want.

All the latest Audi Offers conveniently in one place:
www.audi.co.za/offers

Audi
Vorsprung durch Technik

Phantom



Luxury Brit land-yacht which manages to drive as well as it soothes. Opulence doesn't come much better than this.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Phantom	POA	338	720	5.9	240	14.8	347	9/10
Extended Wheelbase	POA	338	720	6.1	240	14.9	349	9/10
Coupé	POA	338	720	5.8	250	14.8	347	9/10
Drophead Coupé	POA	338	720	5.8	240	14.8	347	9/10

EURO NCAP: n/a L: 584/609cm W: 199cm H: 164cm
Boot: 460 litres Fuel Tank: 100 litres

SMART

TopGear on Smart:

Best-yet execution of a flawed idea. We'll have the cheaper, mechanically identical Twingo, thanks.

fortwo



Tiny city car that you can park horizontally to the kerb. About as dynamic to drive as a pair of worn-out slippers.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0 coupé mhd pure	214 000	52	92	13.7	145	4.3	97	5/10
1.0 coupé mhd pulse	232 000	52	92	13.7	145	4.3	98	5/10
1.0t cabrio passion	249 000	62	120	10.7	145	4.9	115	5/10

EURO NCAP: ●●●●● L: 270cm W: 156cm H: 154cm
Boot: 220/340 litres Fuel Tank: 33 litres

SSANGYONG

TopGear on SsangYong:

Still mired where the rest of the Koreans languished decades ago. Very cheap, for very good reason.

Korando



Korando offers OK off-road performance, and little else. Has a mountain to climb if it wants to compete against the other Koreans SUVs.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0	324 995	110	197	n/a	163	7.5	175	3/10

EURO NCAP: n/a L: 441cm W: 183cm H: 168cm
Boot: 486 litres Fuel Tank: 57 litres

Actyon Sports



Gets the vote along with the Fiat Multipla for being one of the ugliest vehicles ever made.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.3 4x4 high	289 995	110	214	n/a	161	12.4	293	2/10
2.0D high	309 995	114	360	n/a	163	7.4	196	2/10
2.0D 4x4 Deluxe	359 995	114	360	n/a	163	7.5	199	2/10

EURO NCAP: n/a L: 499cm W: 191cm H: 179cm
Boot: n/a litres Fuel Tank: 75 litres

Rexton W



It looks better. But the Rexton's always been exceptionally aesthetically challenged, so it's not saying much, now...

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
RX270XDi	394 995	121	340	n/a	177	8.6	228	3/10
RX270XDi Deluxe	449 995	121	340	n/a	170	9.0	242	3/10

EURO NCAP: n/a L: 476cm W: 190cm H: 184cm
Boot: 1524 litres Fuel Tank: 80 litres

SUBARU

TopGear on Subaru:

Ex-WRC legend rebuilding its brand with chunky, rugged 4x4s. Rally heritage lives on in old-skool WRX.

XV



Can't afford a design team?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0i	319 900	110	196	10.5	187	8.0	189	5/10
2.0i auto	331 300	110	196	10.7	187	7.9	187	5/10
2.0i S auto	369 900	110	196	10.7	187	7.9	187	5/10

EURO NCAP: n/a L: 445cm W: 178cm H: 162cm
Boot: 310 litres Fuel Tank: 60 litres

Forester



Lacks school run glam, but that's not the point - this is rugged transport. Pity the 177kW XT Turbo is so ignorable.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 X	349 000	110	198	10.6	190	7.2	168	6/10
2.5 X	385 300	126	235	9.9	196	8.1	187	5/10
2.5 XS	419 200	126	235	9.9	196	8.1	187	5/10
2.5 XS Premium	462 500	126	235	9.9	196	8.1	187	5/10
2.0 XT	539 300	177	350	7.5	210	8.5	197	6/10

EURO NCAP: ●●●●● L: 460cm W: 180cm H: 174cm
Boot: 505-1564/488-1557 litres Fuel Tank: 60 litres

BRZ



An almost entirely excellent coupe from Subaru. Small, sharp and not at all like an Impreza. In a good way.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0	399 000	154	205	7.6	226	7.8	181	9/10
2.0 auto	409 000	154	205	8.2	210	7.1	164	8/10

EURO NCAP: n/a L: 424cm W: 178cm H: 130cm
Boot: 243 litres Fuel Tank: 50 litres

Outback



More of the unfashionable same from Subaru, but that's what the owners love. New one is handily sized, very capable.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5i-S Premium	479 000	129	235	10.2	n/a	7.3	167	5/10
2.0D Premium	529 000	110	350	9.9	n/a	6.3	165	6/10
3.6 R S Premium	529 000	191	350	7.6	n/a	9.9	230	5/10

EURO NCAP: n/a L: 482cm W: 184cm H: 168cm
Boot: 512-1801 litres Fuel Tank: 60 litres

Legacy



Heroically pointless. Naturally aspirated 3.6-litre flat-six has novelty appeal for those too poor to afford any of the 911s.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.6 R S Premium	529 000	191	350	7.2	n/a	9.9	230	5/10

EURO NCAP: n/a L: 480cm W: 184cm H: 150cm
Boot: 506 litres Fuel Tank: 60 litres

WRX



Now that the Evo is dead, the WRX grows up and becomes a lot easier to live with. Boy racers everywhere throw a tantrum

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
WRX Premium	478 400	197	350	6.0	240	9.2	213	6/10
WRX Premium auto	495 000	197	350	6.3	240	8.6	199	6/10
WRX STI Premium	629 000	221	407	5.2	255	10.4	242	8/10

EURO NCAP: n/a L: 460cm W: 180cm H: 148cm
Boot: 460 litres Fuel Tank: 60 litres

SUZUKI

TopGear on Suzuki:

Bizarre Addams family of geriatric hatches, cash-cow crossovers and the mind-scrambling GT-R freak show.

Celerio



Alto replacement has a bigger boot, 3Nm more and an auto option for those of weak left hip. Big in India.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0 GA	111 900	50	90	14.0	155	4.7	110	5/10
1.0 GL	126 900	50	90	14.0	155	4.7	110	5/10
1.0 GL auto	138 400	50	90	14.0	155	4.6	108	5/10

EURO NCAP: n/a L: 360cm W: 160cm H: 156cm
Boot: 235-1034 litres Fuel Tank: 35 litres

Splash



The Suzuki Splash is a lot better than the old Wagon R+, but it's still an unnecessarily boxy answer to the small-car question.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2 GA	129 400	63	113	12.3	160	5.6	133	5/10
1.2 GL	139 400	63	113	12.3	160	5.6	133	5/10
1.2 GL auto	154 900	63	113	n/a	160	6.4	150	5/10

EURO NCAP: n/a L: 378cm W: 168cm H: 162cm
Boot: 236-462 litres Fuel Tank: 43 litres

Swift



By not trying too hard, this no-nonsense supermini succeeds in being really rather good.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
DZire sedan 1.2 GA	135 400	63	113	12.6	160	5.2	122	5/10
DZire sedan 1.2 GL	148 400	63	113	12.6	160	5.2	122	5/10
DZire sedan 1.2 GL auto	163 900	63	113	n/a	160	5.9	139	6/10
hatch 1.2 GA	134 400	63	113	12.6	160	5.3	125	5/10
hatch 1.2 GL	146 400	63	113	12.6	160	5.3	125	5/10
hatch 1.2 GL auto	162 400	63	113	n/a	160	5.8	137	5/10
hatch 1.4 GLS	199 900	70	130	10.9	170	5.5	132	6/10
hatch 1.4 GLS auto	214 900	70	130	12.3	165	6.2	147	6/10
hatch 1.6 Sport	239 200	100	160	8.7	195	6.5	153	7/10

EURO NCAP: ●●●● L: 385cm W: 170cm H: 151cm
Boot: 213/562 litres Fuel Tank: 45 litres

Ciaz



It's a bit bigger than a Swift sedan, but then that's not saying much. And then there's the silly name. Move along.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 GL	182 500	70	130	n/a	n/a	5.4	125	5/10
1.4 GLX	202 500	70	130	n/a	n/a	5.4	125	5/10
1.4 GLX auto	217 500	70	130	n/a	n/a	5.5	131	5/10

EURO NCAP: n/a L: 449cm W: 173cm H: 148cm
Boot: 495 litres Fuel Tank: 43 litres

Ertiga



Think of it as Suzuki's rival to the Toyota Avanza and you've got it. But do you want it?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 GA	163 900	70	130	n/a	n/a	6.6	156	5/10
1.4 GL	183 900	70	130	n/a	n/a	6.6	156	5/10
1.4 GL auto	198 900	70	130	n/a	n/a	6.6	156	4/10
1.4 GLX	196 400	70	130	n/a	n/a	6.6	156	5/10
1.4 GLX auto	211 400	70	130	n/a	n/a	6.6	156	4/10

EURO NCAP: n/a L: 367cm W: 165cm H: 171cm
Boot: 113/286 litres Fuel Tank: 40 litres

Jimny



They still make this? Mini 'jeep' is a throwback to the '90s. Rather capable, mind you.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3	228 400	63	110	14.1	140	7.2	171	6/10
1.3 auto	243 400	63	110	17.2	135	7.6	181	6/10

EURO NCAP: n/a L: 367cm W: 165cm H: 171cm
Boot: 113/286 litres Fuel Tank: 40 litres



SX4

All new take on Suzuki's tenacious tyke. Pricy now.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 GL	268 900	86	156	11.0	179	5.8	137	5/10
1.6 GLX	298 900	86	156	11.0	179	5.8	137	6/10
1.6 GLX auto	321 900	86	156	12.4	169	5.8	137	6/10
1.6 GLX AllGrip	322 900	86	156	12.0	174	6.2	146	6/10
1.6 GLX AllGrip auto	344 900	86	156	13.5	164	6.2	146	6/10

EURO NCAP: n/a L: 430cm W: 177cm H: 159cm
Boot: 430-1269 litres Fuel Tank: 47 litres

Kizashi

Can a pretty car with an impressive name convince buyers to pay this much for a humble Suzuki?



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 SDLX	339 900	131	230	7.8	215	7.9	186	6/10
2.4 SDLX auto	356 900	131	230	8.8	205	7.9	187	5/10

EURO NCAP: ●●●●● L: 465cm W: 181cm H: 148cm
Boot: n/a litres Fuel Tank: 63 litres

Grand Vitara

Looks like an off-roader but doesn't go like one, or feel as well-built as it should. Would rarely top your shopping list. Low range helps, though.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.4 Dune	331 900	122	225	11.7	180	8.9	212	3/10
2.4 Dune auto	346 900	122	225	12.0	170	9.9	234	4/10
2.4 Summit	401 900	122	225	11.7	180	8.9	212	5/10
2.4 Summit auto	417 900	122	225	12.0	170	9.9	234	4/10

EURO NCAP: ●●●● L: 450cm W: 181cm H: 170cm
Boot: 398/758 litres Fuel Tank: 66 litres

TATA

TopGear on Tata:
Conceived in a country where the traffic is designed to kill you, for people who have only recently upgraded from scooters.

Indica

Nothing quite says "I'm poor" like driving an Indica. Cheap and light-years from cheerful.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 LGi	113 995	55	110	12.8	155	7.4	168	2/10
1.4 LGi Sport	117 995	55	110	12.8	155	7.4	168	2/10

EURO NCAP: n/a L: 368cm W: 167cm H: 149cm
Boot: 610 litres Fuel Tank: 37 litres

Vista

Oh, what's this? Max my Indica? At this price you can do a LOT better.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 Ini Bounce	129 995	55	114	14.0	150	6.7	159	3/10
1.4 Aura	142 995	55	114	14.0	150	6.7	159	3/10
1.4 Ignis	150 495	66	116	13.5	155	6.7	157	3/10

EURO NCAP: n/a L: 380cm W: 170cm H: 155cm
Boot: n/a litres Fuel Tank: 44 litres

Manza

Four-door transport from the sub-continent. Says it all, really. No free cricket paraphernalia included.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4 Ini	144 995	66	116	13.5	155	6.4	151	3/10
1.4 Ignis	162 995	66	116	13.5	155	6.4	151	3/10

EURO NCAP: n/a L: 441cm W: 170cm H: 155cm
Boot: 460 litres Fuel Tank: 44 litres

Xenon

A bit more flash than a Mahindra Scorpio Pik-Up and might just get you laid in Mumbai.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.0L Fleetline	162 495	85	300	n/a	143	10.0	264	4/10
3.0L DLE double cab	199 995	85	300	n/a	143	10.0	264	4/10
XT 2.2L	204 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L 4x4	264 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab	259 995	110	320	n/a	160	9.0	260	4/10
XT 2.2L double cab 4x4	294 995	110	320	n/a	160	n/a	n/a	4/10

EURO NCAP: n/a L: 480/513cm W: 186cm H: 177cm
Boot: n/a litres Fuel Tank: 65 litres

TOYOTA

TopGear on Toyota:
Maker of many boring things. And the 86. Which is so good, it almost makes up for the rest of the range.

Etios

Think of it as an Indian-built, reincarnated Tazz, with a willing, unsophisticated and unbreakable engine. Horrid design.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.5 Xi	137 200	66	132	11.3	165	6.0	140	3/10
hatch 1.5 Xs	146 500	66	132	11.3	165	6.0	140	3/10
sedan 1.5 Xi	143 900	66	132	11.3	165	5.9	136	3/10
sedan 1.5 Xs	153 000	66	132	11.3	165	5.9	138	3/10
Cross 1.5 Xs	168 000	66	132	11.3	165	6.0	138	4/10

EURO NCAP: n/a L: 378/427cm W: 170cm H: 151cm
Boot: 251/595 litres Fuel Tank: 45 litres

Yaris

A key car for Toyota in Europe. the engine choice is reasonable, the Hybrid is OK, but it's not as clever as it used to be.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.0	170 000	51	95	15.3	155	5.0	117	6/10
1.3	196 500	73	125	11.7	175	5.6	131	6/10
1.3 auto	207 000	73	125	12.6	175	5.5	127	6/10
Hybrid	277 000	74e	111+e	11.8	165	3.6	82	6/10

EURO NCAP: n/a L: 389cm W: 170cm H: 151cm
Boot: 347/768 litres Fuel Tank: 42 litres

Avanza

Seven-seat cardboard box on wheels. Like an East German weightlifter – not pretty, but effective.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 S	184 800	67	117	n/a	n/a	7.2	172	3/10
1.3 SX	199 800	67	117	n/a	n/a	7.2	172	3/10
1.5 SX	207 600	76	136	n/a	n/a	7.7	183	3/10
1.5 SX auto	224 000	76	136	n/a	n/a	7.6	182	3/10
1.5 TX	238 400	76	136	n/a	n/a	7.7	183	3/10

EURO NCAP: n/a L: 414cm W: 166cm H: 170cm
Boot: n/a litres Fuel Tank: 45 litres

Corolla Quest

Here is last year's Corolla for B Segment money. Smart.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6	183 900	90	154	10.5	195	6.6	157	4/10
1.6 auto	199 900	90	154	11.1	185	6.3	150	4/10
1.6 Plus	198 900	90	154	10.5	195	6.6	157	4/10

EURO NCAP: n/a L: 455cm W: 176cm H: 147cm
Boot: 450 litres Fuel Tank: 55 litres

Corolla

New Corolla is a return to form for Toyota. Funnish. Capable. Tis the return of the white-collar king.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 Esteem	230 500	73	128	12.6	180	6.0	139	5/10
1.3 Prestige	248 400	73	128	12.6	180	6.0	139	5/10
1.4D-4D Esteem	259 900	66	205	12.5	180	4.5	119	6/10
1.4D-4D Prestige	271 600	66	205	12.5	180	4.5	119	6/10
1.6 Esteem	242 200	90	154	10.5	195	6.6	157	5/10
1.6 Prestige	257 900	90	154	10.5	195	6.6	157	5/10
1.6 Prestige auto	269 600	90	154	11.1	185	6.3	150	5/10
1.6 Sprinter	267 500	90	154	10.5	195	6.6	157	5/10
1.8 Prestige	268 600	103	173	n/a	n/a	7.0	165	6/10
1.8 Exclusive	290 800	103	173	n/a	n/a	7.0	165	6/10
1.8 Exclusive auto	302 500	103	173	10.2	195	6.4	152	6/10

EURO NCAP: n/a L: 462cm W: 176cm H: 147cm
Boot: 452 litres Fuel Tank: 55 litres

Auris

Many still yearn for a spiritual successor to the RunX. New is Auris better than the previous one. Looks sharper but lacks identity.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.3 X	223 700	73	128	12.6	n/a	5.8	134	5/10
1.6 Xi	249 100	97	160	10.0	n/a	6.2	145	5/10
1.6 XS	259 800	97	160	10.0	n/a	6.2	145	5/10
1.6 XR	287 700	97	160	10.0	n/a	6.2	145	5/10
1.6 XR auto	301 700	97	160	11.0	n/a	6.1	143	5/10
XR HSD	360 300	100	142+e	10.9	n/a	3.9	91	6/10

EURO NCAP: n/a L: 428cm W: 176cm H: 146cm Boot: 360 litres Fuel Tank: 42 litres

Innova

Next best choice after the SsangYong Stavic for large families and rural entrepreneurs.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.7 8 seater	298 600	118	241	n/a	n/a	11.2	265	4/10
2.7 7 seater	317 600	118	241	n/a	n/a	11.2	265	4/10

EURO NCAP: n/a L: 459cm W: 178cm H: 175cm
Boot: n/a litres Fuel Tank: 65 litres

86

The best Toyota in donkeys (with a nod of thanks to Subaru). Light and lithe coupe proves that 147kW will suffice.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 standard	337 900	147	205	7.6	226	7.8	181	9/10
2.0 high	380 100	147	205	7.6	226	7.8	181	9/10
2.0 high auto	399 300	147	205	8.2	210	7.1	164	9/10

EURO NCAP: n/a L: 424cm W: 178cm H: 129cm
Boot: 243 litres Fuel Tank: 50 litres

Hilux

The champion of Africa. Ideal for driving taxis off the road, towing your speedboat, or helping the girl next door to move house.



	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0	212 600	100	182	n/a	170	n/a	n/a	7/10
2.0 S	219 200	100	182	n/a	170	n/a	n/a	7/10
2.5D-4D	242 100	75	200	n/a	150	n/a	n/a	7/10
2.5D-4D S	248 000	75	200	n/a	150	n/a	n/a	7/10
2.5D-4D SRX	296 200	75	260	n/a	150	n/a	n/a	7/10
2.5D-4D 4x4 SRX	354 200	75	260	n/a	150	n/a	n/a	7/10
2.7 Raider Legend 45	310 800	118	241	n/a	170	n/a	n/a	7/10
2.7 Raider Dakar	315 100	118	241	n/a	170	n/a	n/a	7/10
3.0D-4D Raider Legend 45	357 300	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Legend 45	415 300	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D Raider Dakar	361 600	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Dakar	419 600	120	343	n/a	170	n/a	n/a	7/10
Xtra cab								
2.5D-4D SRX	309 300	75	260	n/a	150	n/a	n/a	7/10
3.0D-4D Raider Legend 45	387 600	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Legend 45	445 600	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D Raider Dakar	393 100	120	343	n/a	170	n/a	n/a	7/10
3.0D-4D 4x4 Raider Dakar	451 400	120	343	n/a	170	n/a	n/a	7/10
double cab								
2.7 Raider Legend 45	391 300	118	241	n/a	170	10.8	257	7/10
2.7 Raider Dakar	396 700	118	241	n/a	170	10.8	257	7/10
2.5D-4D 4x4 SRX	413 000	75	260	n/a	150	8.7	229	7/10
2.5D-4D Raider Legend 45	426 400	106	343	n/a	150	8.0	211	7/10
2.5D-4D Raider Dakar	431 800	106	343	n/a	150	8.0	211	7/10
3.0D-4D Raider Legend 45	453 800	120	343	n/a	170	8.6	226	7/10
3.0D-4D Raider Legend 45 auto	467 900	120	343	n/a	170	9.7	257	7/10
3.0D-4D Raider Dakar	459 200	120	343	n/a	170	8.6	226	7/10
3.0D-4D Raider Dakar auto	473 300	120	343	n/a	170	9.7	257	7/10
3.0D-4D 4x4 Raider Legend 45	513 000	120	343	n/a	170	8.6	226	7/10
3.0D-4D 4x4 Raider Lgnd 45 auto	527 300	120	343	n/a	175	9.7	257	7/10
3.0D-4D 4x4 Raider Dakar	518 400	120	343	n/a	170	8.6	226	7/10
3.0D-4D 4x4 Raider Dakar auto	532 700	120	343	n/a	175	9.7	257	7/10
4.0 V6 Raider Legend 45	467 100	175	376	n/a	180	12.0	286	7/10
4.0 V6 4x4 Raider Legend 45	552 800	175	376	n/a	180	12.0	286	7/10

The hardest part is choosing which one you want.

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4.0 V6 Raider Dakar	472 500	175	376	n/a	180	12.0	286	7/10
4.0 V6 4x4 Raider Dakar	558 200	175	376	n/a	180	12.0	286	7/10

EURO NCAP: n/a L: 514/526cm W: 176/184cm
H: 172/186cm Boot: n/a litres

RAV4



The latest RAV4 is crisper and sharper than before. But it's still not as funky as it used to be. Where did the fun go, Toyota?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0 GX	311 600	107	187	n/a	n/a	7.7	179	6/10
2.0 GX auto	322 400	107	187	n/a	n/a	7.4	173	6/10
2.2D-4D AWD GX	391 400	110	340	n/a	n/a	5.6	149	7/10
2.2D 4D AWD VX	471 400	110	340	n/a	n/a	6.5	172	7/10
2.5 AWD VX	441 900	132	233	n/a	n/a	8.5	198	7/10

EURO NCAP: n/a L: 434cm W: 182cm H: 169cm
Boot: 586/1 469 litres Fuel Tank: 57 litres

Fortuner



Built on the Chuck Norris-like Hilux platform, it's one of SA's favourites. Facelifted with extra bling, which sadly isn't optional.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.5D-4D	391 700	106	343	n/a	175	8.0	211	7/10
2.5D-4D auto	405 200	106	343	n/a	175	9.1	240	7/10
3.0D-4D	470 600	120	343	11.3	175	8.5	226	7/10
3.0D-4D Limited	470 600	120	343	11.3	175	8.5	226	7/10
3.0D-4D auto	483 900	120	343	11.8	175	9.4	248	7/10
3.0D-4D Limited auto	483 900	120	343	11.8	175	9.4	248	7/10
3.0D-4D 4x4	523 900	120	343	11.8	172	8.6	228	8/10
3.0D-4D 4x4 Limited	523 900	120	343	11.8	172	8.6	228	8/10
3.0D-4D 4x4 auto	537 500	120	343	12.3	170	9.8	259	7/10
3.0D-4D 4x4 Limited auto	537 500	120	343	12.3	170	9.8	259	7/10
4.0 V6	502 900	175	376	9.7	180	12.7	303	7/10
4.0 V6 4x4	556 100	175	376	9.7	180	13.0	309	7/10

EURO NCAP: n/a L: 471cm W: 184cm H: 185cm
Boot: 586/1469 litres Fuel Tank: 80 litres

Prius



The iconic hybrid is now more gadgety than ever. Clever, clean and economical, especially when it comes to emissions tax.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
HSD Exclusive	438 900	100	142+e	10.4	180	4.1	94	5/10

EURO NCAP: ●●●●● L: 448cm W: 175cm H: 151cm
Boot: 445 litres Fuel Tank: 45 litres

Land Cruiser 70 Series



It's a tank in every conceivable way, and that's why we love it. Truly capable and indestructible.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
79 4.0 V6	475 900	170	360	12.6	165	n/a	n/a	6/10
79 4.2D	506 200	96	285	18.0	140	n/a	n/a	7/10
79 4.5D-4D LX V8	579 200	151	430	n/a	160	11.6	306	8/10
79 4.0 V6 double cab	538 100	170	360	12.6	165	13.6	320	7/10
79 4.2D double cab	564 400	96	285	18.0	140	13.0	343	7/10
79 4.5D-4D LX V8 double cab	633 800	151	430	n/a	160	11.6	306	8/10
78 4.2D wagon	551 300	96	285	18.0	145	11.9	314	7/10
76 4.2D station wagon	577 300	96	285	18.0	150	11.6	306	7/10
76 4.5D 4D LX V8 station wagon	648 100	151	430	n/a	160	11.6	306	8/10

EURO NCAP: n/a L: 476/499/501cm W: 177/187cm
H: 194/211cm Boot: n/a litres Fuel Tank: 130/180 litres

FJ Cruiser



Old school meets new world in a retro-modern remake. Pity about the zero-option engine and transmission.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
FJ Cruiser	516 500	200	380	7.6	175	11.4	267	6/10
FJ Sport Cruiser	542 100	200	380	7.6	175	11.4	267	6/10

EURO NCAP: n/a L: 467cm W: 191cm H: 183cm
Boot: 990 litres Fuel Tank: 72 litres

Land Cruiser Prado



Equally happy in the hands of both retired farmers and desperate housewives. An odd match if ever there was one.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
3.0DT TX	686 900	120	400	11.7	175	8.5	226	6/10
4.0 VX	782 300	202	381	10.9	180	11.5	266	6/10
3.0DT VX	784 500	120	400	11.7	175	8.5	226	6/10

EURO NCAP: n/a L: 493cm W: 189cm H: 188cm
Boot: 974 litres Fuel Tank: 150 litres

Land Cruiser 200



This is the South African farmer's S-Class.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
4.6 V8 VX	1 079 800	227	439	n/a	n/a	13.9	327	6/10
4.5D 4D VX	1 108 800	173	615	8.6	210	10.3	273	7/10

EURO NCAP: n/a L: 495cm W: 197cm H: 191cm
Boot: 1276 litres Fuel Tank: 93 litres

VOLKSWAGEN

TopGear on Volkswagen:
Quietly brilliant, thoroughly deserving of every accolade chucked its way. Up and Golf particular highlights.

up!



Finally a VW city car you wan to own. Neat styling and packaging to shame Ikea's finest, we like the Up. A lot.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
take up! 1.0	137 800	55	95	13.2	171	4.6	106	8/10
move up! 1.0	144 700	55	95	13.2	171	4.6	106	8/10
club up! 1.0	153 200	55	95	13.2	171	4.6	106	7/10

EURO NCAP: ●●●●● L: 354cm W: 164cm
H: 149cm Boot: 251/951 litres Fuel Tank: 35 litres

Polo Vivo



VW's take on the sub-compact market. Brand equity beats value and spec. Consider carefully before signing.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
hatch 1.4 Conceptline	145 700	55	132	12.9	171	6.2	147	5/10
hatch 1.4 Blueline	152 100	55	126	13.5	171	5.8	138	5/10
hatch 1.4 Trendline	160 900	63	132	12.2	177	6.2	147	5/10
hatch 1.4 Eclipse	169 900	63	132	12.2	177	6.2	147	4/10
hatch 1.4 Trendline auto	176 900	63	132	17.5	174	6.9	163	5/10
hatch 1.6 Comfortline	174 900	77	155	10.6	187	6.6	156	5/10
hatch 1.6 GT	180 800	77	155	10.6	187	6.6	157	4/10
Maxx 1.6	184 500	77	155	10.6	187	6.6	157	5/10
sedan 1.4 Conceptline	152 900	55	132	12.9	171	6.2	147	5/10
sedan 1.4 Blueline	158 300	55	126	13.5	171	5.8	138	5/10
sedan 1.4 Trendline	167 300	63	132	12.2	177	6.2	147	5/10
sedan 1.4 Eclipse	176 300	63	132	12.2	177	6.2	147	4/10
sedan 1.4 Trendline auto	183 300	63	132	17.5	174	6.9	163	5/10
sedan 1.6 Trendline	173 500	77	155	10.6	187	6.6	156	5/10
sedan 1.6 Comfortline	181 100	77	155	10.6	187	6.6	156	5/10

EURO NCAP: ●●●●● L: 392/412cm W: 165cm
H: 147/150cm Boot: 635/737 litres Fuel Tank: 45 litres

Polo



It's the Golf's mini-me – safe and solid, but lacking soul. But what do you want: party tricks, or something sensible to take to the shops?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
sedan 1.4 Trendline	196 400	63	132	12.8	178	5.9	139	6/10
sedan 1.4 Comfortline	212 100	63	132	12.8	178	5.9	139	6/10
sedan 1.6 Trendline	219 700	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline	233 400	77	155	11.1	190	6.0	143	6/10
sedan 1.6 Comfortline auto	248 400	77	155	12.3	187	6.5	154	6/10
sedan 1.6TDI Comfortline	260 700	77	250	10.7	187	4.6	120	6/10
hatch 1.2TSI Trendline	201 900	66	160	10.8	184	4.9	117	7/10
hatch 1.4TDI Trendline	223 500	55	210	12.9	173	4.1	108	7/10
hatch 1.2TSI Comfortline	225 900	66	160	10.8	184	4.9	117	7/10
hatch 1.0TSI BlueMotion	235 800	70	160	10.5	191	4.2	97	7/10
hatch 1.2TSI Highline	246 700	81	175	9.3	196	5.1	120	7/10
hatch 1.2TSI Highline auto	262 200	81	175	9.3	196	5.1	122	7/10
hatch 1.4TDI Highline	252 000	77	250	9.9	194	4.1	108	7/10
Cross Polo 1.2TSI	254 700	81	175	9.8	190	5.3	125	6/10
Cross Polo 1.4TDI	260 000	77	250	10.5	187	4.2	111	6/10
GTI	313 300	141	320	6.7	236	6.0	139	7/10
GTI auto	328 800	141	250	6.7	236	5.6	129	7/10

EURO NCAP: ●●●●● L: 397/438cm W: 168/170cm
H: 146/149cm Boot: 454/952 litres Fuel Tank: 45/55 litres

Caddy



Not the prettiest, but certainly practical. Needs all-wheel drive and a 188kW engine to maximise its potential. Really, Caddy R must happen.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.6 Trendline	302 800	75	148	13.7	164	8.2	195	5/10
2.0TDI Trendline	322 100	81	250	12.4	170	5.7	149	5/10
Cross Caddy 2.0TDI	343 300	81	250	12.4	170	5.7	149	5/10
2.0TDI Maxi Trendline	340 200	81	250	12.8	170	5.8	152	5/10
2.0TDI Maxi Trendline auto	368 200	103	320	10.9	186	6.3	166	5/10

EURO NCAP: n/a L: 441/488cm W: 179cm H: 183cm
Boot: 3030/3880 litres Fuel Tank: 60 litres

Jetta



Apologies, we're struggling to stay awake with this one. The Jetta is VW's Golf-based saloon, and is so boring it makes PWC's AGM look interesting.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	262 500	77	175	10.7	194	5.0	117	5/10
1.4TSI Trendline	280 200	92	200	9.6	206	5.3	125	5/10
1.4TSI Comfortline	295 900	92	200	9.6	206	5.3	125	5/10
1.4TSI Comfortline auto	311 900	92	200	9.6	206	5.0	119	5/10
1.4TSI Highline auto	335 600	110	250	8.6	220	5.0	119	5/10
1.6TDI Comfortline	312 000	77	250	11.7	190	4.5	119	5/10
1.6TDI Comfortline auto	328 000	77	250	11.7	190	4.7	123	5/10
2.0TDI Highline auto	366 300	103	320	9.5	208	5.3	138	5/10

EURO NCAP: n/a L: 464cm W: 177cm H: 148cm
Boot: 510 litres Fuel Tank: 55 litres

Beetle



A sportier Beetle? Does that make this a cockroach? Never mind, the retro VW now has a smattering of driving appeal.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2TSI Design	283 300	77	175	10.9	180	5.3	123	5/10
1.2TSI Club	294 800	77	175	10.9	180	5.3	123	5/10
1.4TSI Sport	347 500	110	250	8.7	203	5.6	129	5/10
1.4TSI Sport auto	363 500	110	250	8.7	203	5.3	122	5/10

EURO NCAP: n/a L: 428cm W: 181cm H: 149cm
Boot: 310/905 litres Fuel Tank: 55 litres

Golf



The best, done better than ever. You need no other hatchback. So don't waste your time looking, spend it haggling with the salesman instead.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	273 000	81	175	9.9	195	4.9	116	8/10
1.4TSI Trendline	289 800	92	200	9.1	204	5.2	123	8/10
1.4TSI Comfortline	308 000	92	200	9.1	204	5.2	123	8/10
1.4TSI Comfortline auto	324 000	92	200	9.1	204	5.0	119	8/10
1.4TSI Highline	336 300	110	250	8.2	216	5.2	122	8/10
2.0TDI Comfortline	329 800	81	250	10.5	190	4.6	120	8/10
2.0TDI Highline	380 900	110	320	8.6	212	4.5	119	8/10
cabriolet 1.4TSI Comfortline	347 400	92	200	9.9	197	5.4	129	6/10
cabriolet 1.4TSI Comfrtline auto	363 400	92	200	9.9	197	5.3	124	6/10
cabriolet 1.4TSI Highline auto	411 600	110	250	8.8	208	5.2	125	7/10
GTI	416 000	162	350	6.5	246	6.0	139	8/10
GTI auto	432 000	162	350	6.5	244	6.4	148	8/10
GTI Performance auto	452 000	169	350	6.4	248	6.4	149	8/10
GTI cabriolet	461 100	162	350	6.9	236	6.5	152	7/10
R	514 000	206	380	5.0	250	7.1	165	8/10
R auto	530 000	206	380	5.2	250	6.9	159	7/10

EURO NCAP: N/A L: 426cm W: 178/180cm H: 141/145cm
Boot: 250/380 litres Fuel Tank: 50/55 litres

Golf SV



Here, unlike elsewhere in the Volkswagen universe, SV does not stand for Super Veloce. More like Slightly Voluminous

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	293 900	81	175	10.7	192	5.1	117	6/10
1.4TSI Comfortline	325 200	92	200	9.9	200	5.4	125	6/10
1.4TSI Comfortline auto	341 200	92	200	9.9	200	5.2	121	6/10



2.0TDI Comfortline	346 000	81	250	10.5	190	4.6	120	7/10
2.0TDI Comfortline auto	362 000	81	250	10.5	190	4.6	120	7/10

EURO NCAP: n/a L: 434cm W: 181cm H: 158cm Boot: 500 litres Fuel Tank: 50 litres

Touran



A dull-but-capable MPV in a marketplace where that's pretty much all you need. Essentially it's a Golf with seven seats.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.2TSI Trendline	307 100	77	175	11.9	185	6.4	149	5/10
2.0TDI Trendline	332 400	81	250	12.1	185	5.4	144	6/10
2.0TDI Trendline auto	348 400	81	250	12.1	183	5.7	149	6/10
1.4TSI Highline	353 700	103	220	9.5	202	6.8	159	5/10

EURO NCAP: ●●●●● L: 440cm W: 179cm H: 179cm Boot: 121/1913 litres Fuel Tank: 60 litres

Transporter



Not exactly a delivery truck, not exactly a bakkie. What exactly is it?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0TDI 75kW	288 100	75	250	15.2	141	7.6	198	5/10
2.0TDI 103kW	329 400	103	340	12.4	156	7.8	198	5/10
2.0TDI 103kW auto	346 900	103	340	12.3	155	8.2	217	5/10
2.0TDI double cab	317 500	75	250	15.9	144	7.6	198	5/10
2.0BiTDI double cab	375 500	132	400	10.3	175	7.8	206	6/10
2.0BiTDI double cab 4Motion	412 400	132	400	10.7	173	8.4	222	6/10

EURO NCAP: ●●●●● L: 489/529/548cm W: 190/199cm H: 196/199cm Boot: n/a litres Fuel Tank: 80 litres

Amarok



Great looker, the best interior in the business and good to drive.Frugal too.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0TDI	274 700	103	340	13.2	162	7.6	199	6/10
2.0TDI 4Motion	328 700	103	340	13.4	160	7.7	203	6/10
2.0TDI Trendline	352 900	103	340	13.2	162	7.6	199	6/10
2.0TDI Trendline 4Motion	402 900	103	340	13.4	160	7.7	203	6/10
2.0BiTDI Trendline 4Motion	430 100	132	400	10.3	183	8.0	211	6/10
doublecab								
2.0TDI Trendline	424 300	103	340	13.5	163	7.6	199	6/10
2.0TDI Trendline 4Motion	475 300	103	340	13.7	161	7.7	203	6/10
2.0BiTDI Highline	454 700	132	400	10.3	184	7.9	208	7/10
2.0BiTDI Highline auto	472 200	132	420	10.6	180	8.2	216	7/10
2.0BiTDI Highline 4Motion	505 700	132	400	10.6	183	8.0	211	7/10
2.0BiTDI Highline 4Motion auto	523 200	132	420	10.9	179	8.3	219	7/10

EURO NCAP: n/a L: 518/525cm W: 194cm H: 183cm Boot: n/a litres Fuel Tank: 80 litres

Scirocco



Still great looking, but now resting on a platform two generations behind the Golf. Minor facelift isn't enough to disguise this.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
2.0TSI Highline	369 900	132	280	7.4	227	6.1	142	7/10
2.0 GTS	439 900	162	350	6.5	244	6.4	148	7/10
R	494 200	188	350	5.8	250	8.0	187	8/10

EURO NCAP: ●●●●● L: 426cm W: 181cm H: 140cm Boot: 312/1006 litres Fuel Tank: 55 litres

CC



Facelifted CC has dropped the Passat name, but not the underpinnings. Cheap, able alternative to the Merc CLS.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.8TSI	418 400	118	250	8.5	222	7.1	165	6/10
2.0TDI	462 000	130	380	8.4	220	5.2	137	6/10
2.0TSI	463 700	155	280	7.3	240	7.8	182	7/10
3.6 V6 4Motion	544 400	220	350	5.5	250	9.3	215	6/10

EURO NCAP: n/a L: 477cm W: 182cm H: 147cm Boot: 565 litres Fuel Tank: 70 litres

Tiguan



A baby SUV that's more of a family car than a rough 'n' tough off-roader. Destined for the school run, and why not?

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
1.4TSI 90kW Trend&Fun	334 900	90	200	10.9	184	6.5	152	6/10
1.4TSI 118kW Trend&Fun	371 200	118	240	9.3	197	6.7	156	6/10
1.4TSI 118kW Trend&Fun auto	387 200	118	240	9.3	193	7.1	164	6/10
2.0TDI Trend&Fun	362 500	81	280	11.9	174	5.3	139	6/10
2.0TDI 4Motion Trend&Fun	428 700	103	320	10.7	182	6.5	172	6/10
2.0TDI 4Motion Track&Field	454 000	103	320	10.7	182	6.5	172	6/10
2.0TDI 4Motion Sport&Style	468 100	103	320	10.7	182	6.5	172	6/10
2.0TSI 4Motion Sport&Style	490 400	155	280	8.5	207	8.8	205	5/10

EURO NCAP: ●●●●● L: 443cm W: 181cm H: 170cm Boot: 470/1510 litres Fuel Tank: 60 ltres

Kombi / Caravelle / California Beach



No longer the popular people carrier of yore, it's become expensive, but at least with luxury to match.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
Kombi								
2.0TDI SWB Trendline	465 500	75	250	17.9	157	7.2	190	5/10
2.0TDI LWB Trendline	473 500	75	250	17.9	157	7.2	190	5/10
2.0TDI SWB Trendline auto	493 000	103	340	14.7	172	8.0	211	6/10
2.0TDI SWB Comfortline	539 400	103	340	14.2	173	7.5	198	5/10
2.0TDI SWB Comfortline auto	556 900	103	340	14.7	172	8.0	211	6/10
2.0TDI LWB Comfortline	547 400	103	340	14.2	173	7.5	198	5/10
2.0TDI LWB Comfortline auto	564 900	103	340	14.7	172	8.0	211	6/10
Caravelle								
2.0BiTDI	689 300	132	400	11.4	191	7.8	206	5/10
2.0BiTDI auto	707 800	132	400	11.3	191	8.1	214	5/10
2.0BiTDI 4Motion auto	740 300	132	400	12.1	188	8.8	233	5/10
California Beach								
2.0BiTDI 4Motion	714 400	132	400	11.4	191	8.4	221	6/10
2.0BiTDI 4Motion auto	732 900	132	400	12.1	188	8.8	233	6/10

EURO NCAP: ●●●●● L: 443/489cm W: 190cm H:170/197cm Boot: 121/1913/5800 litres Fuel Tank: 80 litres

Touareg



If a large SUV can ever be inoffensive, this is it. Shares much with a Porsche Cayenne, except the price. And image.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
V6 Elegance	723 300	206	360	7.8	228	10.9	259	6/10
V6 TDI Luxury	808 400	180	550	7.8	218	7.2	189	6/10
V6 TDI Escape	834 400	180	550	7.8	218	7.3	193	7/10
V8 TDI Executive	1 010 400	250	800	5.8	242	9.1	239	7/10

EURO NCAP: n/a L: 480cm W: 194cm H: 173cm Boot: 493/1555 litres Fuel Tank: 100 litres

VOLVO

TopGear on Volvo:

Far removed from Volvos of old, and far more than just boxes on wheels. Even though they are boxy.

V40



Volvo finally pulls its finger out and gets serious about the premium hatchback. We actually want one of these.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
T3 Kinetic	322 900	112	250	8.3	210	5.5	127	7/10
T3 Momentum auto	371 800	112	250	8.3	210	5.5	129	7/10
D2 Kinetic	328 500	88	280	10.5	190	3.6	94	8/10
T4 Momentum	375 100	140	300	6.9	210	5.5	127	8/10
T4 Momentum auto	394 000	140	300	6.9	210	5.5	128	8/10
D3 Momentum	404 500	110	320	8.4	210	4.0	104	7/10
D4 Momentum	413 800	140	400	7.2	230	4.2	109	8/10
T5 Momentum	431 800	180	350	6.3	240	5.9	137	8/10

EURO NCAP: ●●●●● L: 437cm W: 178cm H: 142cm Boot: 335/1032 litres Fuel Tank: 52/60/62 litres

V40 Cross Country



The Scandinavian hatch gets the rubber and stilts treatment. We approve.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
T4 Momentum	386 700	140	300	7.1	210	5.5	128	6/10
T4 Momentum auto	405 600	140	300	7.1	210	5.6	129	6/10
D3 Momentum	423 400	110	320	8.5	210	4.0	105	7/10
D4 Momentum	439 100	140	400	7.5	210	4.3	112	7/10
T5 AWD Momentum	474 800	180	350	6.1	210	6.4	149	7/10

EURO NCAP: N/A L: 437cm W: 178cm H: 146cm Boot: 335/1032 Fuel Tank: 57/60/62 litres

S60



At last, a BMW 3 Series rival that's actually a 3 Series size. Good engines, nice interior, but no 3 Series to drive.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
T3 Kinetic	370 600	112	250	8.6	210	5.6	131	5/10
T3 Momentum auto	404 300	112	250	8.6	210	5.8	135	6/10
T4 Momentum	437 900	140	300	7.2	230	5.8	134	6/10
D4 Momentum	463 800	140	400	7.6	230	4.3	113	6/10
T5 Momentum	496 500	180	350	6.3	230	6.2	145	6/10
D5 Inscription	537 300	165	470	6.4	230	4.5	119	6/10
T6 Inscription	561 600	225	400	5.9	230	6.4	149	6/10

EURO NCAP: ●●●●● L: 463cm W: 186cm H: 148cm Boot: 380 litres Fuel Tank: 68 litres

V60



Estate version of the S60, only Volvo insists its not actually an estate, but a 'sportswagon'. It's an estate, Volvo.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
T3 Momentum	421 600	112	250	8.7	205	5.9	138	6/10
T4 Momentum	450 600	140	300	7.3	225	5.8	136	7/10
D4 Momentum	473 600	140	400	7.7	225	4.4	116	7/10
T5 Momentum	509 400	180	350	6.4	230	6.4	149	6/10
D5 Inscription	550 400	165	470	6.5	230	4.8	125	6/10
T6 Inscription	573 900	225	400	6.0	230	6.7	157	7/10

EURO NCAP: ●●●●● L: 463cm W: 186cm H: 148cm Boot: 430-692 litres Fuel Tank: 68 litres

V60 Cross Country



Confusingly good compromise between V60 and XC60. More gravel road capable than the former. Cheaper than the latter.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
D4 AWD Momentum	499 900	140	420	8.9	205	5.7	149	7/10
T5 AWD Momentum	533 500	187	360	7.1	210	8.5	198	6/10

EURO NCAP: ●●●●● L: 463cm W: 186cm H: 155cm Boot: 430-692 litres Fuel Tank: 68 litres

XC70



Close your eyes and think of a Volvo. And here it is, the 21st century incarnation of the classic estate.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
D5 AWD Inscription	505 000	162	440	8.2	210	5.8	153	n/d

EURO NCAP: n/a L: 484cm W: 186cm H: 160cm Boot: 575-1600 litres Fuel Tank: 70 litres

XC60



Mid-size SUV stuffed with health and safety kit. It should come in fluoro yellow with a loud hailer as standard.

	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
T5 Momentum	561 200	180	350	7.2	210	6.7	157	6/10
D4 Momentum	565 800	140	400	8.1	210	4.7	124	6/10
D5 AWD Momentum	627 500	162	440	8.2	210	5.7	149	7/10
T6 Momentum	634 900	225	400	6.9	210	7.0	163	7/10

EURO NCAP: ●●●●● L: 463cm W: 189cm H: 171cm Boot: 495/1455 litres Fuel Tank: 70 litres

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	PRICE	kW	Nm	0-100	km/h	L/100km	CO2	RATING
D4 Momentum	804 000	140	400	10.2	210	5.3	139	8/10
D5 AWD Momentum	853 200	165	470	7.8	220	5.8	152	9/10
T5 AWD Momentum	827 400	187	380	7.9	230	7.5	174	8/10
T6 AWD Momentum	867 000	235	400	6.5	230	8.0	186	8/10
T8 TwinEngine AWD Momentum	1 005 100	300e	640e	6.4	230	2.1	49	9/10

EURO NCAP: n/a L: 495cm W: 193cm H: 178cm Boot: 310-1947 litres Fuel Tank: 71 litres / 50 litres

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